

THE TEAM OWNERS REVIEW

Official Organ: The National Team Owners' Association.
American Association of Transfer Companies.

The Horse Is Saved

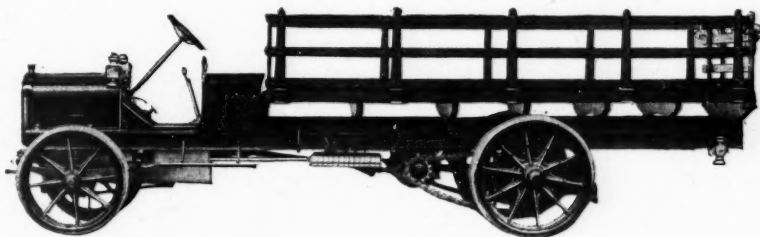
U. S. Department of
Agriculture.

Just as the touring car has practically displaced the horse and the family carriage, so the motor truck is rapidly taking the place of horse-drawn commercial vehicles of all kinds.

With a properly built motor truck, you can do all your work cheaper and quicker than you are doing it now, and, in addition, you can cover a much larger territory.

WHITE Gasoline Trucks

are the best-designed and best-built motor trucks on the market. They represent our eleven years' experience in the building of high-grade motor cars.



White Motor Trucks are made in three sizes: 3-5 tons, 1½-ton, and 1500 pounds capacity. Bodies for each of these trucks can be supplied to meet the special requirements of any business.

If you wish to increase your profits,
write to us for further information.

The White Company,

858 E. 79th Street, CLEVELAND, OHIO.

JUNE, 1910.

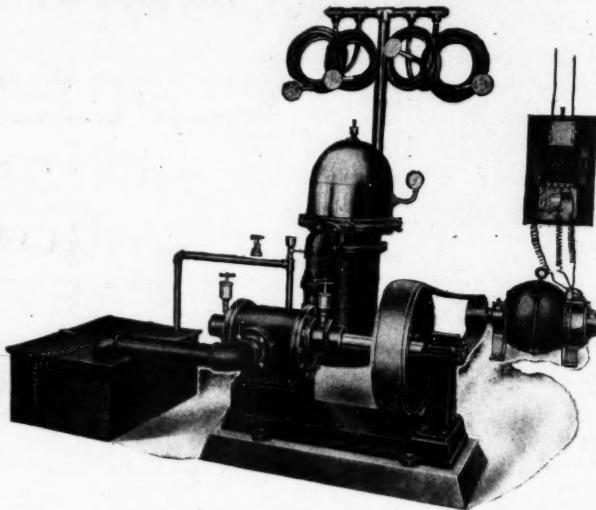
THE TEAM OWNERS REVIEW.

TABER VACUUM HORSE GROOMING MACHINE

BUILT IN THREE SIZES.

Grooming Capacity 15, 30 or 60 Horses Per Hour.

Keeps
Stables
Sanitary
Groomers
Inhale
No
Microbes
Horses
Enjoy
Treatment



All Dirt,
Hair
and
Dandruff
Removed
Instant-
aneously

AGENTS WANTED
IN EVERY CITY.

TABER PUMP COMPANY, 86 Ellicott Street,
BUFFALO, N. Y.



The Genuine Reynolds Combination Piano Mover

Do not be Deceived into buying
an Inferior Mover. The Best
is what you want.

We make them with all latest improvements and
can quote you interesting prices on a piano mover
or cover.

Mover is made of selected hickory and is thor-
oughly ironed, bolted and padded. Provided with
ratchets so that it can stop with safety at any point.
Adjustable to all kinds and sizes. Our mover avoids
all danger of injury to the piano and saves two-
thirds of the labor.



PIANO COVER

Made of waterproof canvas
and lined with canton
flannel. Write to-day for
free catalog.

We also manufacture Piano Hoists.

SYCAMORE WAGON WORKS,
112 Edwards St., Sycamore, Ill.

"BE GOOD"
TO YOUR HORSES
USE FRAZER'S AXLE GREASE
AND MAKE IT EASY FOR THEM.



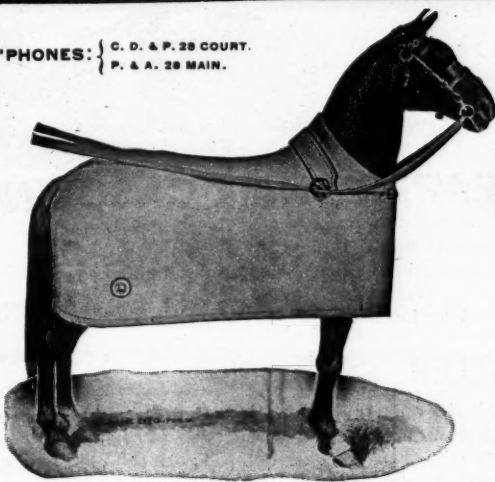
Recognized as the STANDARD Axle Grease
of the United States.

Many Thousand Tubs of this Grease are sold weekly
to the Truckmen of New York City, their Trucks are
loaded heavy and a saving of both time and money
is made, one greasing lasting two weeks or longer.
Ask your dealer for FRAZER'S with label on. It saves
your horse labor and you too.
SOLD EVERYWHERE.

FRAZER LUBRICATOR CO., 83 Murray St., New York.
142 MICHIGAN STREET, CHICAGO.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

'PHONES: { C. D. & P. 28 COURT.
P. & A. 28 MAIN.



We are
The Original and Only
Manufacturers of the
Famous

STAG BRAND WATERPROOF

**HORSE
... AND ...
WAGON
COVERS.**

FOR SALE BY ALL LEADING SADDLERS
THROUGHOUT THE UNITED STATES.

Pittsburg Waterproof Co.

435 Liberty Street, PITTSBURG, PA.

THE "GIBSON" CRUSHER

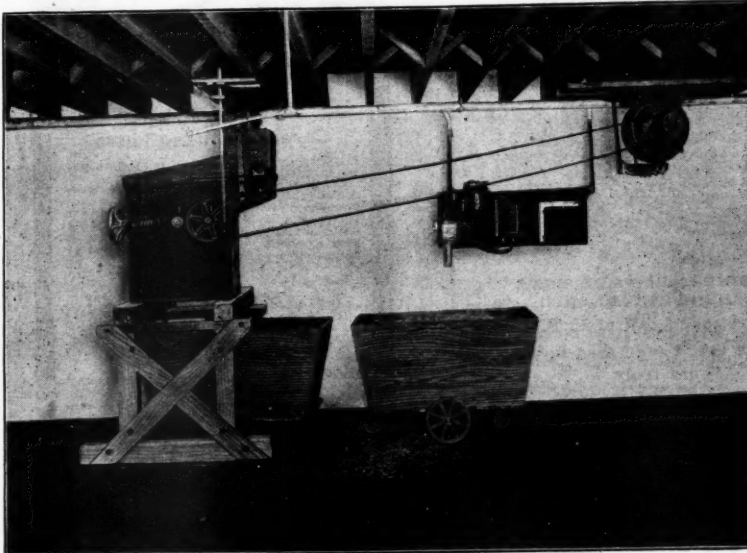
Is guaranteed to Save 15 per cent. on whatever quantity of whole Oats you feed your horses, or ship the Crusher back to us at our expense. Try it first before you buy.

OUR TERMS OF SALE ARE

NO SATISFACTION

NO SALE.

HUNDREDS IN USE ALL OVER THE UNITED STATES.



Cut shows how
Oat Crusher is
Set up and op-
erated in Wells
Fargo & Co's
Stable, Chicago,
Ill.

CAN BE OP-
ERATED IN
ANY STABLE.

WRITE FOR CAT.
"F" GIVING FULL
INFORMATION.

GIBSON
Oat Crusher
Co.

1530-1533 McCormick
Building,
CHICAGO,
ILL.

ORIGINATORS
OF THE CRUSH
ED OATSHORSE
FEED.

When answering advertisements please mention THE TEAM OWNERS REVIEW



IS HORSEFLESH CHEAPER THAN GASOLINE?

Motor Vehicle Manufacturers recognized early in the game that the greatest obstacle they had to overcome to sell successful cars was friction—

They realized it was folly to have a high powered efficient engine developing power under the hood that would be used up, overcoming friction in other parts of the machine, so they got busy in the right direction and replaced old fashioned friction gearings wherever they could with

TIMKEN ROLLER BEARINGS

until to-day—say ninety odd (90) per cent. of all the makers of high grade American Automobiles are using **TIMKEN ROLLER BEARINGS** in part or throughout, in their cars.

And yet, strange to say, some Team Owners are still using wagons equipped with the old time friction bearing axles.

Are you one of those that believes horseflesh is cheaper than gasoline?

If you do, write us for "Facts."

THE TIMKEN ROLLER BEARING COMPANY, Canton, Ohio.

BRANCHES: 10 E. Thirty-first Street, New York.
429 Wabash Avenue, Chicago.



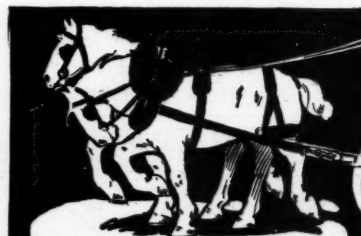
SOLD BY HARNESS DEALERS 3 OZ. BOX,
10 CENTS. 5 POUND PAIL, \$1.00

"Please ship us a five-pound pail of U. S. Metal Polish Paste. It is the best I ever used in all my experiences.

Yours truly,

W. T. McFALL,
Prop. The Eureka Hotel, Abbeville, S.C.

An Advertisement in the TEAM OWNERS
REVIEW brings results.



Cured Six Ringbones

1011 Kaufman Ave., Dubuque, Ia., Feb. 11, 1909.
Dr. B. J. Kendall Co., Enosburg Falls, Vt.
Gentlemen:—Please send me your book called "Treatise on the Horse." I have used your Spavin Cure for years. At present I am doctoring a horse that has a Ringbone. This will make the sixth one we have cured with your medicine. It has given the best of satisfaction in all cases.
Yours truly, Frank Meyer.

Kendall's Spavin Cure

for 40 years has led the medical world in the treatment of Spavin, Ringbone, Curb, Splint, Swelling, Sprains and Lameness of all kinds. It is the one remedy that thousands of experienced horsemen have come to depend upon absolutely. Never causes blisters, scars or white hair spots. As good for man as for the horse. Keep it on hand for emergencies. \$1 a bottle, \$5 for \$5. Buy of your druggist, and ask for "A Treatise on the Horse"—a valuable free book, or address
Dr. B. J. Kendall Co., Enosburg Falls, Vt.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

ST. LOUIS TRANSFER COMPANY, ST. LOUIS, MISSOURI,

Agents For All Railroads Terminating at East St. Louis and St. Louis.

GENERAL RECEIVERS AND FORWARDERS,
RECONSIGNMENT AND DISTRIBUTING AGENTS,
EXTENSIVE STORAGE WAREHOUSES,
PASSENGER VEHICLES TO AND FROM UNION STATION,
BAGGAGE CHECKED FROM RESIDENCES AND HOTELS,
BAGGAGE AGENTS ON ALL INCOMING TRAINS.

General Offices: 400 SOUTH BROADWAY.

Passenger Office: 506 CHESTNUT STREET.

G. J. TANSEY, PRESIDENT AND GENERAL MANAGER.

Long Distance Telephone

15th Season

STOP AT THE Hotel Ponce de Leon AND ANNEX

WHEN AT

ATLANTIC CITY

Virginia Avenue and the Beach

The Hotel Ponce de Leon is newly furnished throughout with rare taste, and possesses all modern requisites for convenience and comfort of guests.

Hot and Cold Sea Water Baths
European and American Plan

A Booklet will be gladly furnished on application.

Rates running from \$12.50 to \$30.00 per week, according to location of the rooms.

Official Hotel American Motor League and the International Automobile League.

Garage Capacity 200 Machines

For further information address

ALFRED B. GRINDROD

Proprietor and Manager, Atlantic City, N. J.

DIXON'S

Graphite Axle Grease Won't Run

That's one of the big advantages of using Dixon's Axle Grease in hot, summer weather, it won't run all over the hub and wheel and collect dirt.

Write for free sample 176-Ge.

JOSEPH DIXON CRUCIBLE CO.
Jersey City, N. J.

The COMMERCIAL VEHICLE

Published Monthly.

231-241 West 39th St. New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.

AN ADVERTISEMENT IN THE TEAM OWNERS REVIEW BRINGS RESULTS

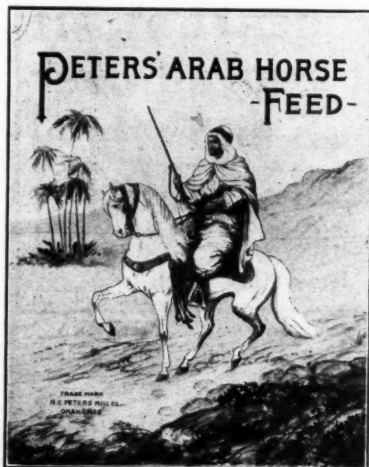
Capacities, One to Four Tons.

"Direct From Factory To You."

We vary the style and construction of the bed to meet the particular requirements of your business. Write for prices, etc.

HILLSDALE TRUCK & WAGON CO., Hillsdale, Mich.

Corn, Oats, Alfalfa and Syrup, (Nothing Else.)



AN UNDISPUTED FACT—A Horse's Ration Should Be a Balanced One. Write to us for testimonials from your largest team owners.

Each ingredient in **PETERS' ARAB HORSE FEED** is a feed in itself, and when mixed in proper proportion gives to the horse full values. Corn and oats are only partially digestible when not fed with a concentrate.
M. C. PETERS MILL CO., Omaha, Neb.

"Shuredry" WATERPROOF COVERS
REG. IN U. S. PATENT OFFICE

SOFT AND PLIABLE STRONG AND DURABLE
BEST BY TEST
Tarpaulins, Wagon Tops, Horse Covers, Wagon Aprons.
Direct From Cotton Mill To Teamster.
FULTON BAG & COTTON MILLS,
Atlanta, Ga.—St. Louis, Mo.—New York, N. Y.—
New Orleans, La.—Dallas, Texas.

Is Your Horse Worth 75 Cents Per Month?
To Be Kept In
First-class Condition
If So, Order One Package of
H. S. JENNER'S INDIGESTION POWDERS.
Office, 492 Main St. E., ROCHESTER, N. Y.

THE TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURG POST OFFICE.

Vol. IX.

PITTSBURG, PA., JUNE 1910.

No. 6.

OFFICIAL NEWS

THE PRESIDENT'S LAST CONVENTION CALL.

As this will be the last issue of THE REVIEW previous to the assembling of the National Convention at Cincinnati, Monday, June 20th, I desire, through your columns, to extend to all Team Owners, whether members of the National or not, a cordial invitation to meet with us and get acquainted on this occasion.

A copy of the program, while incomplete, appears on another page in this issue, and I am assured by the Cincinnati Team Owners' Association that they have made provision for as many as may possibly be present and I can assure any who may be pleased to attend that their only regret upon leaving Cincinnati will be that they have not enjoyed the acquaintance and privilege of mingling with our various teaming organizations long ere this.

I look forward with great pleasure, and the hope of meeting a great number of my old acquaintances and shall be doubly pleased to welcome on this occasion a great number of strangers who may become my new acquaintances.

All associations that have not sent in the names of their delegates and guests who anticipate being present, should do so at once, notifying Mr. W. J. McDevitt, 204 East Pearl Street, Cincinnati, Ohio.

Very truly yours,
HUPP TEVLS, President.

Kansas City, Mo., April 25, 1910.

Officers and Members:

Ere this you have received the official call for the convention at Cincinnati, Ohio, June 20, 1910, to be held in the Sinton Hotel in that city.

The arrangements for your comfort have been

carefully looked after by the Cincinnati members and no expense or trouble has been spared in doing so. It is necessary for each secretary to forward to the National Secretary at once a list of your delegates and alternates as elected. (See page 8, Section 6, Article 4, of Constitution). The response to the request of the National Secretary for your Roll of Membership has been met promptly by most of the secretaries; there are a few who have not yet complied. Kindly see that this Roll of Membership has been forwarded as it is wanted to print in the "Directory."

The "Extension Fund" proposition has shown considerable improvement the past thirty days; there are some associations who have not taken hold of the proposition as your officers and directors had hoped they would, which simply means that those of you who are interested should double your efforts in behalf of the National Association.

Those of you who have any suggestions in reference to changing the By-Laws should submit the same to the Committee on Revision of By-Laws through the National Secretary at once, in order to give the committee an opportunity to arrange their work before the convention.

From partially completed reports of the various associations we have prospered very materially during the past year in growth of membership. This only indicates what could be done with a united and strong effort all along the line in this direction. Team owners throughout the United States are becoming aware that the National Association is of vast importance to them and their local associations; and while it is true that there are some local associations in a few cities that do not belong to the National Association and they are strong and prospering and do much good, their opportunities for good to themselves are naturally curtailed; this, the members of these various associations are commencing to realize, and we are led to believe that in a short time these associations will take such steps as to enlarge their field of activities.

We wish to call attention to the fact that very few associations have as yet notified the Secretary of the election of their delegates and alternates to the Convention. This you should do *at once* and

the secretaries and directors are especially, requested to see that this is attended to promptly.

Those of you who have not yet sent in your Roll of Membership for publication in the Directory should do so at once.

Some of the associations are not taking hold of the Extension Fund proposition as they should have done. Regardless of whether the proposition was the best that could have been devised, it was the best to the minds of the directors at the time it was adopted and it should have your loyal support. It is not too late for those who have not looked into this matter in the proper way to help out. The roll of honor is large and every association and every individual member should be on that roll.

W. T. BANCROFT, Secretary.

To All Team Owners:

The time is close at hand when all team owners should meet. No city should neglect to apply for membership and send delegates to the National Convention, which meets in Cincinnati, Ohio, June 20, 1910. If the National Association has not done as much as you may have expected, may it not be because you have not put your shoulder to the wheel and done your part? Every local organization should be a part of the National body. Every city and town should have a local association and all should work as one through the National Association. When this is accomplished and a simple method is adopted to raise a substantial revenue to carry on the work of the National Association, much can be accomplished. There are many things that can and must be accomplished by each local association that to be sure will be a local affair. What one Local accomplishes may be a great help to other Locals. When a member drops out of a Local, he deserves no sympathy when he is in trouble and should receive no assistance. He receives benefits of what you have accomplished in the way of getting better streets, better facilities from the railroads, that he may do his work at a less expense, and still he is not willing to put up a few dollars to accomplish this and to assist in getting other and better facilities in the future.

The railroads and boat lines have in the past year in this city showed their willingness to work with and assist the team owners to handle their freight promptly. The antagonistic feeling which cropped out a few years ago has died out, and the officials (some of them) have learned it is better and is for their interest to work in harmony with those who bring freight to their stations and take incoming freight away. When freight is handled promptly both in carloads and less this benefits the transportation companies in various

ways, and they in turn are showing their appreciation by furnishing better facilities and furnishing the necessary help to handle all business promptly. Every team owner should use his influence and assist in the good work the National Association is endeavoring to accomplish.

R. G. MARTIN,

Treasurer Team Owners Association of America.

TEAM OWNERS OF AMERICA

Team owners are you going?
Every man should make a showing,
And every face will be without a frown.
May you come with us this summer;

Oh the time will be a stunner,
When we congregate in Cincinnati town.
Now come to our convention,
Every one give your attention;
Remember, 'tis the 20th day of June.
Some are anxious now already,

O we're nervous and unsteady,
For the happy time is coming very soon.

And just bring along your lady;
May the weather be not shady.
Every day was good and warm in Boston town.
Remember now team owner,
In the month of blooming clover,
Come meet the boys in Cincinnati town;
And they will be in numbers not a few.

—Composed by A. Chard,
1648 Park Ave., Chicago, Ill.

KILLED HORSES ILLEGALLY

The Alton Humane Society lost the suit brought by the Polar Wave Ice Company of St. Louis in the Illinois Appellate Court. The two officers of the Humane Society killed three horses belonging to the ice company and suit for \$150 damages was brought. The Appellate Court reversed the lower court, deciding that the Humane Society officers had no right to kill the animals without the consent of the owner, unless they had become a menace to public safety.

The court decided that the Polar Wave Ice Company might establish in another suit the value of the horses killed. The Humane Society of Alton has no corporate existence, has no funds and a judgment for costs or damages against it would, it is said, be worthless. The case is, however, important, in that it may circumscribe the future operations of the officers of the society.

Program
Eighth Annual Convention
OF THE
National Team Owners Association.

DIRECTORS MEETING,
Saturday, June 18, 1910, at 8 P. M.
Hotel Sinton.

MONDAY, JUNE 20TH, AT 10 A. M.

The Convention will assemble at Hotel Sinton. After the reception of the delegates by the Cincinnati Team Owners' Association, the organization of the Convention will be effected by roll call of officers and delegates, followed by the appointment of the regular committees.

AFTERNOON SESSION—2 P. M.

Report of Committee on Credentials, followed by report of officers, and such other business as may be taken up and dispensed with at this session.

MONDAY EVENING.

Visit to Chester Park as guests of the Cincinnati Team Owners' Association.

TUESDAY, JUNE 21ST—9 A. M.

Will be devoted to the consideration of such business as was not completed at the previous session.

Report of Special Committees.

Reading of papers especially prepared for the benefit of the Association.

AFTERNOON SESSION—2 P. M.

Unfinished Business.

New Business.

Election of Officers.

TUESDAY EVENING—5 P. M.

Trip to Coney Island on Excursion Steamer as guests of the Cincinnati Team Owners' Association.

WEDNESDAY, JUNE 22ND—9 A. M.

Devoted to visiting the different points throughout the city.

WEDNESDAY AFTERNOON—2 P. M.

A visit to Zoological Garden as guests of the Cincinnati Team Owners' Association, returning to the hotel in time for banquet at 8 P. M.

WEDNESDAY EVENING—8 P. M.

Banquet.

All lady guests will be taken charge of and entertained by special committee consisting of the wives and daughters of the Cincinnati Team Owners' Association during the session of the Convention.

Program subject to slight changes as meeting may require.

Among The Associations

Chicago, Ills.

The regular meeting of the Commission Team Owners Association was held at the Briggs House Club Rooms on May 7, when the new officers for the ensuing year were installed. Owing to the very bad weather on this night the attendance was unusually small. Our committee on cartage has succeeded to get the merchants to agree on a small raise in our cartage rates.

Our organization has instructed the delegates to the National Convention to contend for a lower per capita tax. The affairs of our association are this year in a better condition than a year ago. I do not know how many of our boys will go to the convention, but from all I can learn there will be quite a number.

All indications are that the proposed Work Horse Parade in this city will be a great success.

Buffalo, N. Y.

Since our last letter the Buffalo Trucking Association's members have had it brought to their notice on more than one occasion that they are a part of a real, "live body," by participating first, in a social gathering or "hand-out" extended to that genial and effervescent Goldberg, he who hails from that burgh where they "do" things, as well as everybody (so says Barney Kraft), whose counsel is always timely and of value to team owners.

Another "time," a "sitting" at the Stafford, which was attended by all but two of our members, as well as invited guests representing the newly organized Queen City Team Owners Association. This proved an enjoyable, as well as profitable affair, even if it was sprung unannounced, arrangements having quietly been made by our secretary, who, while "taken back," when President Martin called on him to act as toastmaster, "came back" neatly by calling on each one present to answer for some happening in the past, some of which proved highly interesting to those present, notably, Barney Kraft, who had to explain as to "How to sell a horse and not get 'stung.'" Well, Barney is still explaining; and so is Loomis, as to what manner of "pull" he used to again become chairman of the finance committee. Wurtz's narrative of the famous "spaghetti" dinner he was to enjoy with a son of Little Italy, was enjoyed immensely, it being told as only Wurtz can tell it "after dinner."

The absentees (Downing and Taylor) must have been "on" as to what was coming. Downing, who, feigning illness, perhaps would have had to answer his as did little George Washington with

his little hatchet; and Taylor, whose telephonic regrets were looked upon with suspicion, again dodged the opportunity to enlighten many of us as to why does not the B. S. T. C. C. apply the same "what is it" to their thoroughbreds as has proven so successful with that wonderful old performer, "Malviolo"?

Appreciative remarks by President Stage, of the Q. C. T. O. A. and Secretary Davis were heard and the party adjourned expressing the wish for more like events to follow in the future.

Next, along comes Hupp Tevis, all the way from St. Louis, to lend a hand in encouraging co-operation, association and friendly spirit among the teaming interests. On this occasion another "sitting" was held at the Stafford and was participated in by the full quota of our members, as well as several members of the Queen City Association.

Delegates to the convention will be R. G. Martin, A. A. Adamy, A. I. Loomis and Louis Debo as alternate. Others who will be guests are, Wurtz, Love, Downing, Drullard, Green, Glenn and possibly three or four more.

All members of the B. T. A. report being very busy.

Members were pleased to hear at the last meeting that Mr. Adamy, who has been confined to his home for the past three months, is improving, although very slowly, and he hopes to be able to attend the convention.

L. D.

St. Louis, Mo.

The members of our association who have decided to accompany President Hupp Tevis and the delegates to the Cincinnati convention are anxiously waiting to get away. We have a convention committee, which was appointed to make the arrangements for the trip and they say the preparations are all completed. Our association will send a party of at least fifteen including several ladies.

Our recent meetings have been fairly attended and quite a lot of enthusiasm has been shown by the members. In the last three months we have handled a great deal of work in our association. This work had been placed into the care of several committees and the president was very fortunate in making his appointments, because these committees went to work with "hands and feet," so to speak, and we believe not only our association, but every team owner will be benefited by their efforts.

We held our last regular meeting on the 12th of this month and most of our members made their returns to the extension fund for the National Association. After we adjourned Mr. Far-

well Walton invited the meeting to an informal luncheon, and we had a very delightful time, and everybody appreciated Mr. Walton's cordial generosity.

From general reports among our members it would seem that all are very busy at present.

Our association sustained a severe loss this month through the death of one of our members, Mr. Julius Goetz. He died at the age of 74 years, after a brief illness of but a few days. Mr. Goetz always enjoyed good health until the last and the sickness which caused his death was practically the first he had ever had. Many members of our association attended his funeral.

Cincinnati, Ohio.

Nothing seems to have been left undone for the welfare of the guests and delegates to be entertained here in June at our National Convention. All the various committees appointed to have charge of the work are busily occupied day and night with the co-operation of the general manager, McDevitt, who is the busiest man in the United States just now.

The Ladies' Committee gave a euchre and dance at the Auditorium Tuesday evening, May 3-10, which proved a success both socially and financially, and can assure you that nothing is being left undone on their part for the welfare of the ladies upon their stay.

Hoping to have the pleasure of meeting you in June and awaiting a favorable reply, I am,

Respectfully yours,

H. STUEVE, Secretary.

Grand Rapids, Mich.

James R. Jackson, presumably a member of councils of Grand Rapids, Mich., recently got the traffic regulation bee in his bonnet, and he forthwith proposed at one of the meetings of councils to have the following amendment to the city's traffic regulations enacted:

"One blast of police whistle means that east and west traffic shall stop and north and south traffic proceed. Two blasts mean that north and south traffic shall stop and east and west traffic proceed. Three or more blasts indicate the approach of a fire engine or other danger. Vehicles must stop so as not to interfere with the passage of pedestrians at crossings.

"Pedestrians should cross street intersections at the same time that vehicles cross and observe the signals regulating the same. Pedestrians have a right to cross streets in safety and drivers of vehicles must exercise all possible care not to injure them. Pedestrians should never step from the sidewalks to the road bed without first looking to see what is approaching, and should

be careful to avoid interfering with the passage of vehicles. Careless pedestrians frequently cause horses to be suddenly and painfully reined in. However, nothing will excuse drivers from exercising constant vigilance to avoid injury to pedestrians.

"Every vehicle shall after sunset and before sunrise carry a light showing white in front and red behind."

Fortunately, however, there were other members in Grand Rapids city council that were not quite ready to fall in with the drastic views of Mr. Jackson, and they succeeded in having the resolution offered by Mr. Jackson laid on the table for one week. In the meantime the Grand Rapids Team Owners Association got knowledge of what was contemplated. A meeting was hastily called, and it was there decided to forward the following letter to councils protesting against the proposed amendment of Mr. Jackson:

Grand Rapids, Mich., May 7, 1910.

Board of Police and Fire Commissioners, City:

Gentlemen:—We herewith enclose you clipping of some traffic rules your Mr. J. R. Jackson believes should be enforced in our city, and, while we know Mr. Jackson's motives are O. K., we are sure Grand Rapids is not large enough for the policeman whistle stunt, which is used only in several of our largest cities and then only in the "loop districts."

What the Team Owners Association of Grand Rapids objects to most is Mr. Jackson's endeavoring to compel every rig out after dark to carry a light, and we are sure he does not realize the tremendous expense, annoyance, and chance for light theft to which every team owner would be susceptible.

You see, lights must be first-class and a certain kind of oil used or they will go out, and on heavy trucks, unless a specially arranged affair is made on the front, the lights will not stay lit. Further, every team owner must keep a number of extra wagons for break-down, painting, etc., and the trapping on these rigs are stolen again and again right from one's own premises, despite the team owner's vigilance, and the money derived from the sale of same is never used to buy bread.

About every so often, there seems to be someone who, while his intentions are all right, proposes some unjust ordinance or restriction on the team owner, who certainly has trouble enough without this.

Assuring you we have the best interests of the city at heart, and try in every way to avoid Monroe, Canal and Division streets, we remain,

Very truly yours,

TEAM OWNERS ASSOCIATION OF GRAND RAPIDS.

By EVERETT M. RADCLIFFE, Sec.

Pittsburgh, Pa.

At the last meeting of the Pittsburgh Team Owners Association there was again a very good attendance, and a number of new applications were acted upon, which brings the total membership up to 190. At this meeting the last banquet was discussed in an informal manner by many of those present, the general expression being that the event had been very gratifying and successful. The association is now engaged in a great struggle against the local authorities on account of the traffic regulations, which were established some time ago. The Team Owners Association contends that these traffic regulations impose a great hardship upon them, as they cause them to lose time and in some instances force the teams to use unusual grades that endanger their horses' lives and lay their wagons open to damage and destruction. The association hopes to be able to gain its fight on behalf of its members.

The visit of President Tevis of the National Association is still being discussed by the local team owners who met him, and the general opinion appears to be that, as soon as the Pittsburgh organization has disposed of some of its legal troubles, it will join the National organization.

Holyoke, Mass.

The team owners of Holyoke, Mass., were very much pleased that the president of the National Association, Mr. Tevis, was able to be present at a special meeting held at the Holyoke Business Men's Rooms. To many who are not able to go to the annual convention it was a great pleasure to meet Mr. Tevis.

Of course, we can all learn what is going on in the different associations through the medium of THE TEAM OWNERS REVIEW, but it is well to hear these things first hand once in a while as we seem to realize better the great work that is being done among the team owners of the country. If we had known sooner that the National president was coming our way we would have made preparations on a larger scale for his reception, but as the time of his arrival was only a few hours after our notification of his intended visit, we thought it best to cut out the banquet, etc., and make it a purely business meeting. The special meeting which was called by Vice President Kennedy was attended by a representative gathering of the team owners of Holyoke, nearly every member of this association being present.

Mr. Tevis in his address covered many of the vital points of the teaming business and gave us an insight into the conditions which prevailed in the different cities of the country which he has visited in his whirlwind trip through the country, calling on many of the associations which are affiliated with the National Team Owners As-

sociation and forming associations where none existed before.

Mr. Tevis left Holyoke at a late hour for Springfield, Hartford and New Haven, followed by the good wishes of the team owners of Holyoke.

The Auto tickets are selling well and we expect to see a boom in the sales since the visit of President Tevis.

H. J. PIPER, Secretary.

HORSE PARADES

May is a busy month for the horse amateurs.

For the first time in three years the New York Coaching Club held its parade. This is a revival that is most interesting as showing a reawakening of sport in which the horse is the important factor. Ten coaches were in line, and the show was brilliant.

The eleventh annual parade of the Road Horse Association of New Jersey was held in May also. This is not an exhibition of speed producers, only, but includes carriage horses, ponies, etc. The ladies and children are keen contestants in this particular parade, and the interest evoked was quite general.

The work horse parades that take place in May have spread to many cities. Chicago will inaugurate its first parade this month, and a local harnessmaker, Mr. Hanisch, will be one of the judges, as he is also a director of the new association.

The pioneers in this line in this country, Boston and New York, will have this year an unusually interesting parade, as the enthusiasm for those functions seems to grow as the years pass.

It is most gratifying to instance these undoubted indications of the renaissance of the horse in favor. Fads may prevail for a time, but the love of the human kind for something living and moving, is well nigh inextinguishable. The horse will not be blotted from the map for many years, if ever.—Harness.

WHAT IS IT?

We read that according to a recent decision made in a Massachusetts court, the automobile is not included within the definition of the word "carriage." Here is the decision in question:

"It is certain that when this statute was originally enacted the Legislature, in using the word 'carriage' had no thought of a vehicle made up in large part of complicated machinery and propelled by a powerful engine whose operation is similar to that of a locomotive engine on railroads. We are of the opinion that automobiles are not included in this statute."

RULES OF CONDUCT IN DRIVING

Aside from the express statutory rules governing travel on the public thoroughfares, says The Automobile, there are general rules prescribed by the common law which should be followed. These rules are tersely and well stated in the following three paragraphs:

Every person driving upon the public highway is under a legal duty to observe, in the control and management of his vehicle, the exercise of reasonable care to prevent injury to others, and he is criminally and civilly responsible for the neglect or wilful failure to perform that duty. To create this responsibility, however, the law must cast upon the person sought to be charged the legal obligation to do the act or perform the service the omission of which is alleged to be the direct cause of the injury.

If persons having the control and management of a vehicle, in which they are riding along a highway behind another conveyance, knowing the danger of a collision with the forward conveyance and the probable consequences flowing therefrom, recklessly and negligently, or wantonly and wilfully, allow the vehicle to run down and collide with the other vehicle, without using such means as are reasonably at their command to prevent the same, they will be held criminally and civilly responsible for the result of their negligence or wilful omission of duty. If it is the cause of death they may be convicted of manslaughter.

Where the driver of a vehicle is not guilty of negligence and a collision on the public highway is the result of inevitable accident, or resulted from the vehicle becoming unmanageable without his fault, and uncontrollable by the exercise of proper care, there can be no criminal or civil liability. See *Belk vs. The People*, 125 Ill. 584.

STOLEN HORSE PAINTED

A gang of horse thieves has been exceedingly active recently in Clarion, Forest and Elk counties, Western Pennsylvania. Their mode of procedure is to go into a town, hire a horse and never return it. An investigation has been made and several of the horses were traced as far as Unionville and Emlenton, Pa., where all clues were lost. It is said the horses were painted to remove all chances of identification.

A STRIKE AVERTED

The freight handlers on 23 of the railroads entering the city of Chicago decided recently to ask for an increase in their wages amounting to three cents an hour. When this demand was put before the railroad managers they all objected, but they offered a compromise of giving the men one cent an hour more. The men took this into consideration and a meeting was held to discuss the proposed compromise. For a time it looked as if there was going to be a strike, but the counsel of wisdom finally prevailed and an amicable settlement was arrived at.

HORSE VERDICTS BY HEATS

The famous horse suit of John Blake against Dr. J. N. Hunberger was decided in five heats at Norristown, Pa., recently, just like a trotting race, as a result of slovenly conclusions reached by the jury.

The jury returned with a sealed verdict at the opening of court. The verdict found simply for the plaintiff, without mentioning any amount. Judge Swartz sent the twelve men back to deliberate.

Then they returned with a verdict of \$298.50, with interest and costs, in favor of Blake. That didn't suit the court, because the interest was not computed.

They soon returned for information when the interest was to be computed from. On being told the date of the sale—July 24, 1909—after being out for a time they rendered a verdict of \$303.79 in favor of Blake.

Even then the court scolded, declaring the verdict worthless for the reason that they had not agreed upon an amount during their first deliberation, but had separated and mingled with other people after they had sealed their unsatisfactory verdict. The judge said that if they had made a deliberate effort to make a mistrial they could not have succeeded better.

The jury deliberated from 6 o'clock at night until 3 next morning on their original verdict.—Exchange.

Allen Bros., 1230 Majestic Building, Detroit, are the general sales agents of the Simplex Oat Cleaner and Crusher, designed and constructed under the supervision of one of the greatest cereal machinery building experts in this country.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

SUCCESSFUL WOMAN TEAM OWNER

The following article written for the Chicago Tribune by Anna Hay Detrich about Mrs. B. F. Deitz, who is the proprietor of the B. F. Deitz Warehouse and Van Company, will no doubt interest every team owner:

Mrs. B. F. Deitz, who has for thirteen years been the proprietor and manager of the B. F. Deitz Warehouse and Van Company, is a notable instance of a woman's assuming control of and successfully managing a business established by her husband and left to her at his death.

At the time at which Mrs. Deitz came into her inheritance circumstances were not propitious for success. A few months previous fire destroyed the warehouse and barns and their contents; also the offices and home. Mr. Deitz was only just beginning to recover from the loss sustained when death overtook him.

Mrs. Deitz was stunned and appalled at the prospect before her. Left with three small children, all under 5 years of age, and with a business incumbered by debt, and with no experience in its management, she hesitated to make the attempt to continue it herself, but failing to find a purchaser, she was forced to undertake the work. She had as equipment one van, one truck, one small express wagon, and four horses. The routine of her household she intrusted to the care of a housekeeper, and she took entire charge of the business.

From the first the men in her employ respected her for her courage and co-operated with her in giving faithful service and in guarding her interests. As the business grew and it became necessary to increase the number of her employes, Mrs. Deitz experienced no trouble in finding men willing to work under a woman, and she impressed upon them the thought that they were equally as necessary to the success of the business as was she, and she now says she believes that this attitude of confidence and fairness has saved her all trouble in the way of strikes and other labor difficulties suffered by others in like business.

Mrs. Deitz not only maintains entire management of the clerical part of her business but also oversees the actual work to be done. She has had but one period of anything bordering on reverses, and that came about through the loss of twenty-one of her horses a few years ago from some form of epidemic. Even then she was in no sense discouraged. Success has crowned her

endeavor; a healthy, wholesome sort of success that demonstrates the employment of rational methods. Five vans and four trucks which she now owns are none too many to handle the business she does.

Notwithstanding almost constant demands upon her time, Mrs. Deitz has lived close to her children, sharing their young lives in a companionable way and keeping intelligent surveillance over their schooling as they each grew into school life. It has been her ambition for all her children to have the advantages afforded by high school, and she is realizing this ambition. She has seen to it also that each child has had good musical training.

She is active in the Eastern Star, being past grand matron of the particular chapter to which she belongs. This and her church relations almost wholly constitute her social life. She exemplifies the Golden Rule by her generous attitude towards anyone unfortunate enough to be unable to pay their storage bill when the time comes that they require the use of their furniture by hauling it to the desired place, relying upon their honor to pay when they can. She says she has never lost a dollar from such transactions; that in each such instance the person has paid the debt, although in some cases it has run for months. "And, do you know"—a characteristic expression she uses much—"it is as much satisfaction to realize the honor of men as it is to realize the debt."

HORSE EATS DOCUMENTS

The St. Paul police court had to adjourn, and seven men who were to have been arraigned came nearly being set free, because a horse had eaten the written charges against the men.

Philip Gibbons, driver of the wagon which takes the prisoners from the central station to police headquarters, had all the written complaints against his prisoners in his pocket when he left the station.

On his way to court he encountered a blockade. As one of his horses was nervous he descended from the seat to hold the animal's head.

While waiting for the lifting of the blockade the horse took the papers from Gibbons' pocket and devoured them before the driver knew what was happening.

When the prisoners were arraigned in court there were no legal papers against them. Gibbons went back to the station and got copies. There were seven prisoners in the van.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

THE NATIONAL TREASURER

The accompanying illustration shows our genial friend R. G. Martin, the president of the Niagara Carting Company of Buffalo, in his private office. Mr. Martin is known to a great many team owners throughout the country as the treasurer of the National Team Owners Association of America, and it is safe to say that no team owner has more personal friends in his own business than he. The cordiality of his manners, his affable disposition and his ever pleasant temperament has endeared him to all of us. As treasurer of the National Association since the day of its organization, he has attended to the duties of his office with the most unflagging zeal, and a



R. G. MARTIN IN HIS OFFICE.

great deal of the success of the organization is due to his energy and to his devotion to the cause of the team owner. Mr. Martin has not only been a subscriber to THE TEAM OWNERS REVIEW since the paper was published, but he has also since that time been one of its staunchest supporters and a regular correspondent, and his expressions on the many subjects of interest to the team owner have been generally appreciated.

A WARNING

An irritable old farmer and his ungainly, slouching son were busy grubbing sprouts one hot, sultry day, when the old man suddenly stumbled over a small stump.

"Gosh darn that everlastin' stump!" he exclaimed. "I wish it was in hell!"

The son solemnly straightened up from his work and gazed slowly at his father.

"Why, you oughtn't to say that, pap," he drawled. "You might stumble over that stump ag'in some day."—Everybody's Magazine.

RED LETTER NIGHT

Tuesday, April 26th last, was a real "Red Letter Day" with the members of the Mercer County Team Owners Association of Trenton, N. J. On that day the association held a very important meeting, called for the purpose of considering the advisability to increase the price of team hire from \$5.00 to \$6.00 a day, and also to reconsider the recently formed determination of withdrawing from the National Team Owners Association of America.

The association of Trenton is one of the strongest in the country, its members practically controlling every team of horses that is used for hire in Mercer county. The raise in rates was made imperative owing to the increased cost of horses and wagons, as well as an increased cost in their maintenance. The new price was adopted by a unanimous resolution.

The meeting was also made a particularly interesting occasion on account of the presence of Isaac Goldberg, first vice president of the National Team Owners Association, who had purposely come from his home in New York City. Mr. Goldberg made the speech of the evening. He gave a strong argument as to the benefits of being allied with the National organization, and when he finished his address the association decided to remain with the National body.

C. M. Moses and Thomas E. Raub were elected delegates to the National convention, which will be held in Cincinnati on June 20, and the alternates named were H. B. Duff and James Ross. P. H. Dolan, who is a National director, will accompany the delegates.

Among the other speakers were M. J. Tracy, member of the board of directors, of Philadelphia; J. B. McDevitt, president of the Philadelphia association, and J. D. Gleason, treasurer of the Philadelphia association.

Previous to the meeting the out-of-town guests were banqueted at the Hotel Hamilton.

The officers and committees of the association for this year are: President, Peter Dolan; vice president, Thomas E. Raub; secretary, William S. D'Arcy; treasurer, Charles M. Moses; sergeant-at-arms, Edmund Barry; counsel, Hon. Francis B. Lee.

Trustees: Harry Krewson, Amos L. Mount, Charles M. Moses, Edw. McCardall, John Duff.

Executive Committee: Charles M. Moses, G. W. Moore, Charles Haas, B. H. Harding, James A. Ross.

Finance Committee: Edw. McCardell, G. H. Hard, C. J. Cunningham.

House Committee: Granville M. Bremerman, George Reed and Howard Simpkins.

NEEDLESS HARNESS

Horses are placing mankind daily under everlasting obligations to them, says Secretary Pershing, of the South Bend, Ind., Humane Society, but how cruelly and thoughtlessly are they repaid by those who are most indebted to them. A horse is a noble animal; patient, kind-hearted, self-sacrificing, willing to work till he dies in his tracks, uncomplaining; a lover of kind treatment, and who is willing to work a whole lifetime with no other compensation than his bed and board.

Of the many things which make the daily life of a horse miserable, two are blinders and the tight check-rein, the worst parts of a horse's harness. Very many people believe that they are part and parcel of a horse and that he would not be a horse without them.

The majority of horses could readily dispense with blinders, and all could if they had never been invented. Blinders were first used by a nobleman in England to hide a defect on his horse's head and later they were found excellent locations for the displaying of his coat-of-arms.

A horse's head was never intended for blinders, for his eyes are so set in his head that he can see behind him without turning his head and, of course, the blinders deprive him of seeing the very things he should see for his own safety as well as his driver's. A horse's eye is a beautiful object, and it is a shame to cover it.

Another instrument of torture to a horse is the tight check-rein. It is responsible for poll-evil, abscesses, spring knees, paralysis and disorders of the brain and muscles. It spoils his appearance and detracts from his free and graceful movements.

GOOD FOR A WEEK

One of the Dixon representatives in the Southern district reports a little episode involving Dixon's Graphite Axle Grease. On making a second call on a customer whom he had formerly sold, our salesman inquired what satisfaction our axle grease was giving, whereupon the customer went on to relate how he had called down one of his draymen (a darkey) for not greasing the axles as frequently as had been the practice, whereupon the driver replied: "Golly, boss, only need to put dat grease on once a week." The customer was still skeptical, but after an investigation found his drayman's report to be true.—Graphite.

POINTS IN DRAFT HORSES

I will undertake to give you a few simple rules to go by in the selection of horse breeding stock. In all my experience of the last thirty years I have acquired a good many rules. I have found from my experience and observation that if you will observe a few simple rules you will not be misled very much in your selection, says the National Stockman and Farmer. You must keep in mind what he is for. He is not to be cut up into steaks and roasts like the steer. He is an animal of strength. In other words, he is a steam engine on a small scale. His duty is to draw a load and pull heavy weights. And, as long as that is true, you can see the importance of size. Here weight alone helps to move the load. A horse that weighs a ton moves a load easier than the eighteen-hundred-pound horse. Being in the nature of a machine, to do the best work he must be properly proportioned—he must be balanced. The most important thing in any draft horse is his legs, that is where you get the endurance, and then his feet must be good. Look out for his feet and legs. That is where he gets his power. And you want the legs under the corners, like a table. Build a horse and a table in the same way. You will be surprised if you will take the time to look at the different shapes of horses' legs. The table legs come down to strike the ground and they are straight; and so you have the essentials to start with. But the horses' legs may turn out at the bottom. Or he may be knock-kneed, or he may spread at the knees and the feet bend in, or his front legs may set too far apart, or too far back. I might go on to enumerate other positions of the feet and legs that are bad, but there is one thing I have noticed: you take a horse with the legs squarely under the corners and nine times out of ten he has a sloping shoulder and a short back. Buying one for breeding purposes, I would not buy a long back at any price. While we have a number of laws governing the purchase of horses, I would judge a stallion rather by his good, strong back and his legs. If you have a good level back, plenty of length, with the help of sound joints and good feet, the rest can be done in feeding. I want a clean joint, not a joint that shows, and sound texture of both bones and muscular fibre. I cannot describe the bone I would prefer any better than by comparing it with a razor blade. Take the razor with the back of the razor forward and you have a good description of the leg construction of the horse. You want what we call a medium bone. And in the selection of young stock—take the horse, for instance. I buy a good many at four

years old. They are long, hard-looking and comparatively thin. They do not look prepossessing at all. I like to buy them at that time. You take one of those colts that is good, with a good set of legs and sufficient bone, and he makes a good horse. He should have heavy, sloping shoulders and good feet. And though he may have a long head and his joints look big, I care nothing for that, but only for good bones; but the average farmer would say that he is too coarse. I know he will win out, and nine times out of ten he will make a high-priced, perfect draft horse.—H. G. McMillan.

BUSINESS IS EXCELLENT

L. B. Alexander, the proprietor of the Battle Creek Storage and Carting Company, Battle Creek, Mich., was a visitor in Grand Rapids the other day and called upon Mr. Radcliffe, the secretary of the Grand Rapids Team Owners' Association. Mr. Alexander reported the teaming business in his city in excellent condition.

A YOUTHFUL DRIVER

The Chicago Work Horse Parade, the first one ever held in that city, took place last Monday under the most favorable auspices. It was generally pronounced a grand success. One feature in the parade, and most likely unique on this occasion, was the entry of a driver only 10 years of age. This driver was Fred Weintz, Jr., son of F. C. Weintz, president and treasurer of Weintz Express and Transfer Company of Chicago, who is well known to many team owners throughout the country, who have met him at some of the team owners conventions.

The Chicago papers were so impressed with the novelty of a 10-year-old driver, that the Daily News published little Fred's picture driving his team.

Mr. Weintz, while speaking of his son to THE TEAM OWNERS REVIEW, says: "Fred will be the youngest driver in the parade and so far has no competition. He has driven the same team of ponies for three years. He has had the full care of them. He harnesses, hitches, saddles them. For the last year and a half he had driven them in a wagon especially made for him and he does light hauling all through the neighborhood where we live. Fred will be 10 years old next fall, and he is rather small for his age, but he has a good idea of the teaming business. He has

a bank account of his own at the present time as large as I had when I was 20 years old. He loves his team and they know him like a book."

"Business in Chicago is very good with us and conditions are better than they have been for several years."

EARLY HORSES OF NORTH AMERICA

The Rev. James McSparran, who, in 1721, went to Rhode Island to take charge of the church there, left on record his opinion of the horses of North America in his day. Writing of the length of the journey he had sometimes to take into the neighboring colony of Virginia, he says: "To remedy this (i. e., to atone for the distance), as the whole province between the mountains and the sea, 200 miles circle, is all a champaign (open country) and without stones, they have plenty of small sort of horses, the best in the world, like the little Scotch Galloways; and it is no extraordinary journey to ride from 60 to 70 miles or more in a day. I have often, but upon larger pacing horses, rode 50, nay 60, miles a day, even here in New England, where the roads are rough, stony and uneven."

McSparran proceeds to remark that the Rhode Island horses were "remarkable for fleetness and swift pacing, and I have seen some of them pace a mile in a little more than two minutes and a great deal less than three." This is a reference to an old breed called Narragansett pacers, which were celebrated for their endurance and speed; they were "highly valued for the saddle, and transported the rider with great pleasantness and sureness of foot. The pure bloods could not trot at all. Formerly they had pace races. Little Neck Beach, in South Kingston, of one mile in length, was the racecourse. A silver tankard was the prize, and high bets were made." "Some of these tankards," says Mr. Updehe, editor of McSparran's work, published 1753, "were remaining a few years ago. Traditions respecting the swiftness of these horses are almost incredible." The breed appears to have become extinct by 1750, or thereabout.—The Horse World.

It is stated on reliable data that more wheels for horse-drawn pleasure and business vehicles were manufactured by the Western wheel makers the past three months than in any previous three months in the history of the trade. The "Swan Song" is hushed so far as the general line of work is concerned. The automobile is here to stay, and so is the horse.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

THE TEAM OWNERS' REVIEW.

OFFICIAL PUBLICATION OF
THE NATIONAL TEAM OWNERS ASSOCIATION
AND
AMERICAN TRANSFERMEN'S ASSOCIATION.

PUBLISHED ONCE A MONTH

AT
705 RENSCHAW BUILDING,
PITTSBURG, PA.

BY
THE CONSOLIDATED PUBLISHING COMPANY, INC.

ERNEST H. HEINRICH. PRESIDENT-EDITOR.
S. ZINSEMEISTER SECRETARY.
W. D. QUIMBY, NEW ENGLAND REPRESENTATIVE.
79 Portland St., Boston.

Entered as Second Class Matter at the Pittsburg
Post Office.

THE TEAM OWNERS' REVIEW is published in the interest of the men and companies who are engaged in what may be comprehensively called "the Trade of Teaming," to which belong Transfer Companies, Express Companies, Truckmen, Carters, Hauling Companies, Livery Stable Owners, etc., etc.

TERMS OF SUBSCRIPTION.

In the United States or Dominion of Canada, \$1.00 per year, which is payable in advance.

To Foreign Countries, \$1.50 per year.

If you wish your address changed, be sure to give the old as well as the new address.

ADVERTISING.

Card of rates sent promptly on application.
Orders for new advertising, or changes intended, should reach this office not later than 15th of month, to insure insertion in the current number.

CORRESPONDENCE.

Please mail all correspondence for publication, so as to reach publication office by the 15th of month.
Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS' REVIEW,
PITTSBURG, PA.

Vol. IX June, 1910. No. 6.

By the time this issue of THE TEAM OWNERS' REVIEW has reached its readers those who have decided to attend the National Convention of Team Owners either as guests or delegates will begin to make their preparations for the journey to Cincinnati, where the event this year will take place, and where everything is in readiness for a suitable reception and entertainment.

THE TEAM OWNERS' REVIEW hopes and believes that this year's convention will be as great, if not a greater success, than those which have been held before.

Indeed, we think there are many reasons

The Team Owners' Review
is the
Official Organ
of

The National Team Owners
of America.

Officers:

Hupp Tevis, St. Louis. President
Isaac Goldberg, New York City. 1st Vice President
W. D. Quimby, Boston. 2nd Vice President
R. G. Martin, Buffalo. Treasurer
W. T. Bancroft, Kansas City. Secretary

why it should be greater. The National Association should by this time have emerged from the embryonic stage. It is no longer an experiment. It has gone through the trying and troublesome time of its formation period. It has made itself felt. It has demonstrated its usefulness. It has grown from year to year, and we have received reports that it has now a larger membership than ever before.

Nevertheless, it would be absurd to state that the National Association has reached the point where it may be considered an indestructible fixture. Far from it. This is a vast country and there are still many cities and towns in the United States with hundreds and thousands of team owners, who are not yet identified with the National body. And it should be one of the most important aims of every convention to do something or to plan something that will make its existence more and more indispensable to every team owner in this country.

The indications are that the National treasury will this year show a larger credit balance than it has ever had. This will be a great aid. It takes money to make the mare go, and it also takes money to make an organization, such as the National Team Owners Association of America, a success.

Thomas A. Edison, who in a recent article ingeniously advertises cement houses, because he is in the cement making business, says also among other things, that "there is absolutely no reason why horses should be allowed within the city limits," which only goes to prove that even men like Edison can some-

times say very absurd things. Some years ago when Edison was the president of a company which manufactured a certain kind of electric generator, he said there was no reason why another dynamo made upon different principles than his, should be used at all. But in spite of that, the system which Mr. Edison then decried has come into universal use, and so we must not take his statement about the horse too seriously.

With the constant absorption of streets in our larger cities by the street railway companies, the ever increasing number of automobiles as well as the natural business growth of these cities, we find that in the business sections there has manifested itself a dangerous congestion of traffic, and in many instances the municipal authorities awakening to the fact that it devolves upon them to counteract this condition, have inaugurated new traffic regulations to cope with the congestion. This, we must all admit, is a very commendable proceeding, and no one will find any fault. What THE TEAM OWNERS REVIEW, however, objects to is, that in the establishment of these traffic regulations the interests of the team owner are in many cases either altogether ignored or else given but scant recognition. This we assert is wrong and unjust. There was a time when the commercial, manufacturing and mercantile interests of our cities depended entirely upon the team owner for their transportation facilities. The team owner is a heavy taxpayer as a rule and in addition he has to pay a license for every vehicle and horse he puts upon the streets. It is manifestly unfair, therefore, when the powers that be formulate these traffic regulations, to do so only in the interests of the street railway companies and the automobile owners.

Pittsburgh, Pa., belonging to that class of cities where moving is done on a certain day in the year, in this case the first of May, all the team owners making a specialty of furniture moving, reported a very busy season and good prices for the work done.

INVESTIGATE EXPRESS COMPANIES

On May 11 the Merchants Association of New York City held a meeting to consider the expediency of a petition to the Interstate Commerce Commission for an investigation of express rates and practices, to the end that fair and just rates and practices may prevail. The Merchants Association had invited a large number of commercial organizations to send representatives to this meeting and at the close of the deliberations the following preamble and resolutions were adopted:

"Whereas, the rates charged by the express companies appear to be excessive as compared with the service performed; and

"Whereas, the practices of these companies with reference to collection and delivery and to regulations of various kinds appear to be unjustly discriminative and otherwise in violation of the Interstate Commerce law; and

"Whereas, an analysis of the reports made by the principal express companies doing business in the United States to the Interstate Commerce Commission, and on file in the office of the latter, indicates that the net earnings of the companies are from more than 40 to about 125 per cent. per annum on the value of the property in use for the public service; and

"Whereas, the Supreme Court of the United States, in its decision in the Knoxville water cases, has declared as a standard for the measurement of the just earnings of public service corporations that those earnings shall bear due proportion to the fair value of the property actually employed for the service of the public; and

"Whereas, if the earnings indicated by these reports on full investigation be practically substantiated, it is evident that such charges are excessive and extortionate and should be reduced; therefore, be it

"Resolved, by this conference, representing many of the principal business organizations throughout the United States, that a petition be prepared on behalf of these commercial organizations and such others as may subsequently join, to be presented to the Interstate Commerce Commission, praying that body to exercise the authority vested in it by law, by conducting, forthwith, an exhaustive investigation into the whole question of rates and practices of the express companies, to the end that fair and equitable rates and practices may be established."

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

MONTHLY MARKET MOVEMENTS

Horse Markets.

CHICAGO.—The spring market for medium weight farm chunks is nearly over, and prices have weakened slightly, good animals going at \$140@165 each. Trade is practically nominal on small southern chunks, with random orders at \$65@110. Choice heavy drafters hold firm at \$225@275.

St. Louis, Mo.—The demand for all kinds of horses on the work order type has been exceptionally good, and they sold at good strong prices. The market was good on 1,200 to 1,300-pound chunks, good, blocky-built kinds meeting with a ready outlet at strong prices. Good draughters with quality also found a ready market at strong prices. Good wagon and express horses sold readily and the supply was not equal to the demand. Good drivers and saddle horses sold well at all times, but the ordinary, plain little Southerners did not sell so well as formerly. All good kinds of useful horses sold as high last week on this market as they have sold at any other time this year.

Hay Market.

LOUISVILLE, KY.—The hay market has been holding rather strong, though there has been less No. 1 hay than in some time. There is a fair amount of hay arriving, and the demand holds up very well, considering the situation generally. The lower grades are more plentiful, and the demand is less active for this kind of hay than for the best grade. There is not much given out as to the future in this respect, and the fact that the farmers are keeping busy these days does not indicate any very heavy receipts soon.

There has been a slight falling off in the price of oats of late, with a nominal demand for the same. Both white and mixed oats are rather plentiful here, and the outlook is that the demand for this line will continue to be pleasing for the future. While the price of colored corn has shown a decline in the past few weeks, white corn is holding firm, with no indications that it will be reduced much in the near future.

Millfeed is slow, in consequence of the increased supply of grass, and there has been a rather considerable reduction in the prices of late.

The following prices show how the market has changed in the past few weeks, as compared with those of a month ago: Hay, timothy No. 1, \$18.50

@19; No. 2, \$17.50@18; No. 3, \$16.50@17. Clover hay, \$14. Corn, ear, 62c; shell, 62c. Oats, white, 45c; mixed, 44c. Straw, \$5. Wheat, \$1.09 per bushel. Flour, \$5.40, cotton, basis, f. o. b., carlots, Louisville. Millfeed, bran, \$22.50; shorts, \$22.75, and shipstuffs, \$23.25.

At New York, all grades of timothy are in good demand, and market is slightly improved. Prime timothy sells at \$1.15@1.20 per 100 lbs., mixed clover \$1.05@1.10, clover 80c@1.05, long rye straw 70c, oat and wheat 50c.

At Chicago, hay is steady, with offerings large and demand fair. Choice timothy \$17.50@18 per ton, rye straw 9@10, oat and wheat \$@6.50.

At New York, corn products continue in fair demand and prices are steady. Kiln-dried meal \$3@3.10 per 196-lb. sacks, coarse 1.50@1.55 per 100 lbs., hominy 3.65 per bbl., brewers' meal 1.69, grits 1.70, flakes 2.05. Mill feeds continue firm and market steady, with coarse western spring bran in 100-lb. sacks 22.50 per ton, standard middlings 23.10, red dog in 140-lb. sacks 28.35, gluten at New York rate points 27.50@28.45, Boston rate points 27.90@28.85, Syracuse points 26.90@27.85, Philadelphia points 27.10@28.05.

WILL ERECT A WAREHOUSE

Officials of the Pennsylvania Lines have taken the produce men of Pittsburgh into their confidence in relation to improvements for the Howe-Brown property, recently purchased for about \$600,000. The conference brought out the plans of the company and developed that it will submit final drawings to the dealers before work is commenced.

The object of the meeting was to secure from the produce dealers their ideas as to what improvements would best suit their purposes. The proposition was the erection of a great warehouse for the temporary storage of small package produce and the trackage arrangements leading to the building. The plans were examined by the produce men and a number of suggestions were made. The officials announced that these suggestions would be given consideration, and the final plans would be submitted before the work is commenced.

The improvement will increase the car capacity of tracks to 325, and the warehouse will hold about 75 cars of package freight. The cost has not been given out.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

NEW ENGLAND NEWS

New England Office, 79 Portland Street, Boston, W. D. Quimby, Manager.

DIRECTORS' MEETING IN BOSTON.

The last meeting of the Board of Directors of the Boston Team Owners Association was held at the Revere House, W. D. Quimby in the chair.

The following members were present: Messrs. Quimby, Garvin, Hatch, Bowen, Loveless, Bowlby, Bray and Stebbins.

The report of the committees having in charge the Theater party on April 26, and the arrangements for Team Owners Day, June 17, were presented and showed that considerable progress had been made in both cases.

The advisability of retaining permanent counsel for the association and its members was presented for discussion and the chairman advised the meeting as to terms that could be made with a prominent legal concern, in this connection.

On motion of Mr. Bowen, seconded by Mr. Bowlby, it was voted: To employ Mr. Ogden, of Whipple, Sears & Ogden, as counsel for the association for a period of six months beginning May 1, 1910. If at the end of this period it was deemed advisable, the arrangement could be extended for such time as the association might decide.

The chair again urged upon those present the necessity for constant effort in the direction of obtaining "ads" for the program of June 17, and the disposing of tickets for the theater party.

MAY MEETING OF BOSTON ASSOCIATION.

The regular monthly meeting of the members of the Team Owners Association of Boston was held at the Revere House on the evening of May 3d last. At 7 o'clock P. M. 33 of the members sat down together to dinner, having H. W. Ogden, the newly appointed counsel of the association as guest.

The meeting was called to order for the transaction of business at 9 o'clock, Vice President Loveless acting as chairman.

An application for membership by E. J. Shiland was presented, recommended by Albert Edgecomb and endorsed by a majority of the board of directors. Under the by-laws this application could not be acted upon before the next regular meeting. As this meeting will not be held until next September, on Motion of Mr. Bowlby it was unanimously decided to suspend the rules for this occasion and act upon Mr. Shiland's application at once. This being done Mr. Shiland was unanimously elected.

On suggestion of Mr. Bowlby the secretary was instructed to notify the members by circular of

the employment of permanent counsel for the association.

The committee on Team Owners Day reported arrangements had been made for a complete program of entertainment for that day, and a resolution was passed giving the committee full power to act.

A resolution was offered that the Boston Team Owners Association withdraw from the National Association, which after some discussion was unanimously adopted.

The teaming with us appears to vary quite a little this last month, as some of us are busy and others are very dull. It seems to make a difference the line of stuff the teamster has to haul. Oats are a little easier, but the price of hay is about the same as it has been.

The Team Owners Association has cleaned up about all of its entertainments for the summer, with the exception of Team Owners Day, which will be held on June 17. According to the program arranged so far, the members, their families and friends will assemble at the Bass Point Wharf, 408 Atlantic avenue at 9.30 o'clock in the morning and take there the boat for Nahant, where they have fire or six acres of land for sports and recreation. There will be a fishing contest, running races for members, who are 50 years old or older, 40 years or older, and a free-for-all race. There will be a potato race, a sack race, putting the shot, standing jump, running jump, and, of course, a base ball game. So you can see that we shall be busily occupied all day long enjoying ourselves. Arrangements have also been made for a banquet at the Bass Point House, also for a dramatic entertainment, which will be in the form of a first-class vaudeville performance. There will be a lady's orchestra with our party consisting of nine pieces. Every indication points to a very successful affair and one long to be remembered. The attendance promises to be large, and all we are doing now hoping that we shall have nice weather on that day. If we could be sure of that, I am certain it will be a great event.

Our association is getting up a souvenir program and committees are out getting advertisements for the booklet.

We are now discussing the advisability of making arrangements with the American Music Hall of this city for at least nine theater parties to be given by the members of our association during the coming season, the first one to be held about September 25th, next.

Lewis Flanders, the president of the Boston Team Owners Association, has been a little under the weather, and he had to go away on a short vacation. However, he is now back again at his post and every member of the association hopes that he has fully recovered his health.

W. D. QUIMBY,
New England Manager.

ALFALFA HAY PASTRY

The following telegraphic report from Topeka, Kan., recently appearing in a daily paper should be interesting to the readers of THE TEAM OWNERS REVIEW:

Kansas raises more alfalfa than any other state in the union, but this great crop is not doing much to reduce the cost of living except that it makes fatter cows and steers and puts more lean streaks in the bacon of the Kansas hog.

Domestic science students in various parts of the state and at the Kansas Agricultural college are working on the problem of making alfalfa edible for human beings.

Miss Ruth Ingham of Topeka, a graduate of the Kansas Agricultural college, is conducting the experiments with alfalfa bread and cakes. She has found that alfalfa bread is better than corn bread, has as much nourishing qualities as meat and it costs 2 cents a pound, while wheat flour costs 3½ cents per pound. Just to show that edible and nourishing bread and cakes could be made from alfalfa Miss Ingham made some of these and gave the members of the Shawnee Alfalfa club a "feed" of alfalfa products.

The members of the club ate much of Miss Ingham's alfalfa pastry and bread and pronounced all of it good. The cakes were probably the best, at least the club members ate more of the cakes than of the bread. In the cakes nuts and raisins were used to remove the decided hay flavor which alfalfa meal has.

In making alfalfa bread small quantities of wheat flour and caraway seed were mixed with the alfalfa flour. These added ingredients removed practically all of the hay flavor.

Those who were given a chance to taste it pronounced the bread delicious and satisfying.

Alfalfa leaves used in brewing tea were not a success when used alone, but when mixed with coffee and real tea the brew was one that does not need an acquired taste to enjoy.

"People must become accustomed to alfalfa before they will learn to like it," said Miss Ingham.

"It is like learning to eat olives, oysters, and many other articles of food, the taste must be cultivated. It requires only a few days for one to acquire this taste, however. I have tried the bread and cakes at home many times. The family were quite patient with me and my experiments and now they and many of our friends really enjoy the alfalfa cakes and bread and there is never a time when these are not in the house and I know of many others who are using alfalfa bread and cakes."

Alfalfa meal is simply ground alfalfa hay. The hay must be properly cured and dry when it goes to the mill. It is chopped fine and then crushed, the leaves and stems being crushed together. It is of about the same coarseness as cornmeal.

There are 200 of these alfalfa mills in Kansas and many farmers have mills of their own.



A cargo of animals, birds and reptiles arrived at New York recently on board the President Lincoln, of the Hamburg-American line. There were 117 pheasants and 46 partridges consigned to the United States Express Company. This cargo was in packages, and the express company's custom clerk so recorded the different lots on the manifest, which read: Eleven packages monkeys, 14 packages serpents, 1 package cat, 2 packages elephants, 17 packages birds, 3 packages monkeys, 1 package lizards, 1 package frogs, 1 package rhinoceros and 1 package fish. When asked who tied up the packages, the clerk said he did not know.—Express Gazette.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

HORSE DROPS OUT OF SIGHT

When a certain Greek peddler of the North Side, Pittsburgh, Pa., went to the stable at the rear of 507 Union avenue to get his horse the stall was vacant. Closer investigation, however, disclosed a big hole in the floor of the stall, and the peddler immediately gave himself up to fearing the worst. Which came only too true—the animal had fallen through the floor of the stall to the basement of the stable, 10 feet below.

Immediately the peddler summoned firemen from No. 46 engine company in Sandusky street, and when they went into the basement the horse was found asleep. He had not been hurt in the accident, and seemed to have adjusted himself to his new condition promptly and resumed resting.

Later Humane Society agents arrived, and with derricks the animal was lifted out of the basement.

SIX HORSESHOES PAID HIS RENT

Henry III., in the year 1235, on the occasion of a tournament on ground belonging to the Knights Templar, the site of what is now the Victoria embankment, in London, England, was delighted with the dexterity shown by one Walter le Brun, a blacksmith, who had a hovel on the ground, and was employed to shoe the knights' horses and repair their armor. In recognition of his skill he gave him a piece of land on which to erect a forge, and fixed the quit-rent six horseshoes with nails complete; and these horseshoes and 61 nails were duly counted out on Monday afternoon by the city solicitor, as they had been counted out since the year the rent was fixed.

In the other of the ceremonies which took place in the law courts on Monday, the rendering of the quit-rent of the sharp and blunt knives, the noticeable point is that the knives, sharp or blunt, were of iron. Iron, with its wonderful powers of cutting, molding and striking, became from the day when it first began to be dimly understood as a new force in the world, at once a symbol and an influence. Presents of iron, purchases of iron, debts paid in iron, became significant and notable events. The tradition and the belief remain with us. Still, when we deal in iron with each other, we demand certain formalities to appease the latent powers in the obscure and potent metal. When we give presents of knives and pairs of scissors we ask in return, not even now shamefacedly, but in a spirit of acquiescence in the thought of a thousand gen-

erations, that the receiver shall return to us a piece of an older easier metal. We present a schoolboy with a pocket knife and ask him for a halfpenny back, "or else we shall quarrel." Knives "sever friendships." The power of the wonderful metal survives in a dozen different ways in the ordinary life of the town and the country side of to-day. The story which is still one of the most popular of all nursery fairy tales, is of the princess who must be guarded from childhood from the prick of a needle. The custom still survives in Scottish households, when a death has occurred in the house, of thrusting a needle or a nail into butter or meat or whisky to prevent death from entering the provisions.—Exchange.

ACE HIGH ON A RAMPAGE

Ace High, once in Larry Mulligan's string of selling platers, but now between the shafts of a fish peddler's wagon in New York City, forgot that he is no longer even deuce high, and at the drop of a switchman's yellow flag, started out to break all records through crowded Park Row, between Brooklyn bridge and the city hall subway entrance.

Ace High did the distance in new time, breaking not only all records, but pretty nearly everything else that stood in his line of progress. True, he collapsed at the finish, but his head and forefeet were well across the line, even if to get there he had to shove them through the heavy plate glass sidewalks of the subway entrance. They carried the old race horse off in a covered van; it was his last dash and he needed no rub-down.

FIVE DOLLARS MAKE \$150.

Northwood Narrows, N. H., March, 18, '09.

Dr. B. J. Kendall Co.:

Dear Sirs:—Please send me your Treatise on the Horse. I have used lots of your Spavin Cure, with great results, not only for *Spavins*, *Ring-bones*, but *all kinds of lameness*. I have cured a nice mare this winter that was lame in her hip. Three different horse doctors tried to cure her and gave it up. Her owner spent over \$100, in clean cash, and she was no better. He called me in to see her, and offered to cure her for \$25 or no pay. He said he would sell her for \$75, and I took her home with me. I bought six bottles of your Spavin Cure for \$5; I used same for five weeks, and she is sound and smooth as a marble, and last Monday I refused \$225.00 for her. She is a beauty. Yours truly,

FRANK H. WOODBURN.

SHIPPERS TO FIGHT RAILROADS

Chicago, May 18.—Demanding by a resolution that the question of proposed advances in railroad freight rates be arbitrated before the Interstate Commerce Commission, a gathering of national shippers adjourned yesterday, after electing a shippers' conference committee of 17 men to carry on the active fight against railroads. The committee includes O. C. Barber, Akron, O.; Andrew F. Wilson, New York; John Kirby, Jr., Dayton, O.; J. M. Belleville, Pittsburgh; S. C. Meade, New York, and Van Wallen, Grand Rapids, Mich.

A GREAT BUGGY CENTER

Perhaps many team owners who will go to the team owners convention in Cincinnati do not know that that city is the greatest buggy manufacturing center in this country. Such, however, is the case, and the present season gives promise of being one of the best in the history of that industry in Cincinnati. It is estimated that at least 100,000 buggies will be produced there during this season and placed upon the market.

SAID THE HAY WAS FATAL

Claiming \$500 damages for the loss of a horse which died after eating hay bought from the defendant, Mattia Biscotti has filed suit in trespass in common pleas court No. 4, Pittsburgh, Pa., against J. M. Loper.

The plaintiff alleges in his statement that he bought 15 bales of hay from the defendant December 28 last; that his horse ate some of it and got sick the next day, dying on December 31. He claims the hay was to have been good, but that it was moldy and dusty.

PURE FOOD LAW FOR STORAGE MEN

In setting aside a demurrer filed by the Buffalo Cold Storage Company, indicted last March for alleged violation of the Federal pure food law, Judge Hazel in the United States Circuit Court a few days ago decided that the Federal pure food act applies to warehouse men as well as to manufacturers and dealers.

The demurrer set forth that the statute applied only to manufacturers, owners or dealers of goods and that, applied to the cold storage company, it was unconstitutional.

The court held that the statute provides expressly that any person who shall "ship or deliver for shipment," any adulterated or misbranded foodstuff, etc., is guilty of a misdemeanor. The question as to whether a defendant has knowledge of the deleterious character of the food is one for the trial jury.

TEAM OWNER AS TOASTMASTER

The Traffic Club of St. Louis gave a dinner on May 4th last to President Taft and his party on the occasion of the visit of the Chief Executive of the United States to that city. The Traffic Club of St. Louis is one of the foremost organizations in that city, composed chiefly of railroad and transportation men. George J. Tansey, president of the St. Louis Transfer Company, is president of the Traffic Club and on this occasion Mr. Tansey acted as toastmaster.

MRS. RUSSELL SAGE

She recently has turned her attention to assisting the Society for the Prevention of Cruelty to Animals, and has become one of the largest contributors to the work horse parade, which has become an established custom in New York. Mrs. Sage asks that her contributions be devoted to the classes in which "baggage horses" are included, pointing out that from now until autumn they will be particularly busy with the luggage of out-going New Yorkers.

AMERICAN DRAFT HORSES

A correspondent wants to know something about the American breed of draft horses, says the National Stockman. There is now no American breed of draft horses. The Iowa Experiment Station has begun to create one by crossing Shires and Clydesdales, but whether this can be properly termed an American breed or any breed at all is doubtful. The "color scheme" in this attempt is grey—for what reason we do not know. At the rate this breed must progress, with such a limited foundation and such a poor excuse for

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

existence at all, breeders who are living to-day are not likely to learn much about it by experience. We believe in getting the best of the present draft breeds and breeding them straight. They will give satisfaction on the farm and on the streets as they have always done.

In the old days, when the National Pike was the great artery of commerce between eastern and western points in this country, a breed or class of horses was developed to haul the big Conestoga wagons which carried the freight. These were known as Conestoga horses and very useful horses they were.

BATH FOR MINE MULES

Perhaps one of the most unique of the many modern inventions and innovations used in the mining of anthracite, is a bath-tub for the mine mules, recently installed in the Henry colliery of the Lehigh Valley Coal Company, at Plains, says a Wilkes-Barre paper. The idea first originated in the trained and fertile brain of mine foreman, A. J. O'Malley, probably without a superior as a practical miner in the science of getting coal from the far recesses of the colliery chambers to daylight and the breaker.

The mule bathtub is a concrete affair, some forty feet long, and slightly in excess of four feet deep. It is built inside the mine just at the entrance of the mule barn. The long-eared fellows are pretty well tired when they conclude their hard day's work, and when they strike the bath they rush into it with evident glee, crowding and crushing each other for the deepest place in the tub.

Directly over this strange receptacle runs a perforated pipe, and when the shaggy beasts of burden have deluged themselves in the water in the tub, the shower bath is turned on, and the poor dumb brutes, pleased immeasurably, fairly neigh with pleasure at the exhilarating fun they seem to get out of the invigorating fun they seem to get out of the invigorating treat. The speed with which a mine mule will travel to the barn when his day's work is over, is proverbial. Yet with all their desire to reach their stalls and get the second meal of the day, they have to be driven by force out of the bath and into the barn for the night. One old, hide-bound fellow takes particular delight in the new idea, and no amount of coaxing can get him to leave the bathtub until he has had at least ten minutes of its refreshing

enjoyment. For this reason the driver boys dislike him very much, because they are compelled to wait that much longer before they can put him away in the barn and then leave the mine. Others there are that will not leave the bath until the shower is turned on. It seems that this feature of the strange ablution is the most enjoyed by the animals. Some of them will look with a sort of compassionate eye at the attendants and look up at the spray-pipe with a meaning gesture until somebody turns the shower on. Then they finally neigh with pleasure, stamp about, shaking themselves with the greatest of glee.

Mine foreman O'Malley has been the recipient of many congratulations for the success of the scheme, and there is no doubt that he has evolved a plan that prolongs vigor and vitality in the mine mule, a valuable asset to the company, but he has also given to the poor dumb, driven beasts in this world, a pleasure only to be dreamed of and anticipated in the happy hunting grounds.

SHELDON AXLE WORKS TO ENLARGE

The increasing business of the Sheldon Axle Works makes it necessary for the company to enlarge the present plant. Plans for the erection of a construction and repair department and extension to the nut department of the works have been filed with Building Inspector Held, of Wilkes-Barre, Pa., and the work will start at once.

The new structure will be concrete, 32x40 feet, and will furnish the company 164 feet of floor space with which to carry on the increased business in the nut department.

NOT TO BE DISTURBED

A voice over the 'phone—Is this Mrs. Tingle's residence?

The Maid—Yes.

The Voice—Is Mrs. Biddle there—Mrs. Atherton Biddle?

The Maid—Yes, she's playing bridge with her club. I'm sure she can't come to the 'phone.

The Voice—Well, just say to her right away, please, that her residence is burning.

The Maid—Thank you. I'll let her know as soon as they finish the set. I knew she wouldn't want me to disturb her now. Good-bye.—St. Paul Dispatch.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

HEREDITARY DISEASES IN HORSES

Hereditary tendency to disease may be strongly or slightly inherited. In some families particular weaknesses appear in every member at one period or another. In others they appear only occasionally, or may even altogether disappear from one or many generations, to return again under the influence of indifferent regard to the laws of health. The influence of external circumstances may do much to uphold health and ward off disease where the tendency to it is only feebly inherited, and even in some cases permanently stamp out the morbid faculty altogether. In this connection good food, a suitable climate, and the general observance of the laws of health, are the essential elements of success. With regard to the powers of endurance possessed by some horses, and the tolerance of cold and deprivation exhibited by many, these properties are built up in the constitution and handed down from parent to progeny.—Retail Coalman.

BARNEY GETS INTOXICATED

An intoxicated cab horse named Barney blocked traffic in North Clark street, Chicago, Ill., and caused such commotion that policemen were called. Neighing shrilly and kicking at everything and everyone that came near, Barney was finally led off to a nearby livery stable after a deal of trouble.

Barney was standing at a curb when a large cask of wine fell from a passing truck and broke open. As the liquid ran into the gutter the horse plunged his nose in and drank freely. In less than half an hour Barney was decidedly drunk.

FASTEST THING ON WHEELS

It is casually worth noting that the automobile speed record, which has demanded for four years at a rate of 127.6 miles per hour over the measured mile, has again been raised, this time by a gasoline automobile of 200 rated horsepower. The figure touched is 131.72 miles per hour, the measured mile being covered in 27.33 seconds. This puts the locomotive record of 120 miles per hour quite in the shade, and passes even the top speed obtained in the Zossen electric-locomotive tests of 1903. Thus the general speed record passes into the hands of the automobile in spite of the fact that it does not have the advantage of a smooth track on which to run.

The long-threatened increase in railway speeds to sensational figures is yet far from coming to

pass, and the 100-mile-an-hour train seriously projected nearly 20 years ago is still in the dim distance. The stern chase of the automobile is likely to be, as usual, a long chase. These transcendental speeds are perhaps likely to be long in coming as a matter of common transportation, but every raising of the record ought to be a stimulus toward faster trains in those cases where speed really becomes of practical importance. The mechanical possibilities are still very far ahead of practice and the fundamental question has become merely one of commercial desirability.

THE LUCKY MAN

The man who forgets to call loses the large order. The Lucky Man gets it. Be mindful.

The man who neglects to wind the clock misses the right train. The Lucky Man gets it. Be careful.

The man who leaves the important letter in his pocket does not get the helpful answer. The Lucky Man gets it. Be thoughtful.

The man who comes to the office too late misses the big chance. The Lucky Man gets it. Be prompt.

The man who delays in answering the telephone does not catch the straight tip. The Lucky Man gets it. Don't procrastinate.

The man who is not there when the boss wants to fill the vacancy higher up misconnects with the job. The Lucky Man gets it. Be on the spot.

The man who mislays his specifications does not make the successful estimate. The Lucky Man gets it. Be orderly.—System.

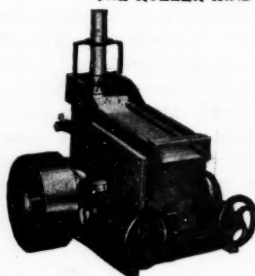
FOR SALE.

Good paying teaming and carting business. Good chance for man with a little money. Owner going into another business.

SNEATH CARTING CO.

Bradford, Pa.

SIMPLEX OAT CLEANER AND CRUSHER THE ROLLER KIND—Two Sizes.



Because it thoroughly removes all objectionable seeds, sand, etc.—Crushes the oats perfectly—Insures perfect mastication and digestion, preserves the teeth prevents cholic and saves from 15 to 20 per cent.

ALLEN BROS.,
1230 Majestic Bldg.
DETROIT, MICH.

The Motor Truck and Automobiles

Gasoline Truck vs. The Electric.

Speaking of the relative merits of gasoline trucks as compared with electric trucks, Hayden Eames, an authority on the subject, says:

"To be able to state off-hand and without thorough investigation whether a gasoline or an electric truck is best for a given purpose requires a density of intelligence not easily attained by people of ordinary industry. To state which one is best, irrespective of application, takes downright ignorance.

"As a matter of fact, the relative economy of gasoline and electric trucks is dependent upon conditions encountered in service. There is a great field for gasoline trucks, even in city work, which the electric cannot touch. On the other hand, a great majority of the services in cities to which the electric can be applied at all can be more economically done with the electric than the gasoline truck.

"The world marks the hits, but not the misses, and every failure of the electric and the gasoline truck is in every vicinity thoroughly advertised, while the successes are overlooked. Any innovation, if on a large scale, excites hostility.

"In the case of the electric truck vs. the gasoline truck there will be no great 'walkover' either way. It will possibly come as a surprise to the majority of investigators to know that the number of failures with electric business wagons in the last ten years can be shown to be less than 5 per cent. of the total number put in service. Five failures in 100 is certainly a very small percentage. A gasoline truck when first delivered and during the first few months of service usually requires very slight mechanical attention even in pretty severe service. We are assuming in this case a truck up to the standard of construction. Why should we be so deceived by this as to assume that the conditions will remain permanently for the life of the truck? Certainly the laws of nature are not suspended in favor of the gasoline truck.

"When we realize that the best performance of record by any railroad in this country is 12 locomotives on repair (disregarding accidents) outside of every 100 owned, what right have we to expect or even hope that we can operate 100 out of 100 gasoline business wagons indefinitely? Remember a locomotive runs on rails and the preliminaries incident to the economical maintenance

of it have been boiled down with years of experience.

"In a great majority of cases, particularly in cities, the average cost of maintenance for an electric automobile per annum for a period of ten years will always compare favorably with the allowance which would have to be made for a gasoline vehicle doing the same service.

"The electric cannot go so far, but it can go more than far enough for most purposes for which it is intended if it is adapted at all. It cannot go fast in itself, but the congestion and limitation of a large city usually determine the best speed and mileage which can be covered in this work. It is usually in suburban service or for operation in practically non-congested territory or places that lack pavement that the gasoline can make use of its superior speed to a sufficient extent to reduce the number of drivers employed, which is the preponderant item of expense. Where this cannot be done the advantage can be pretty safely conceded to the electric. Where it can be done to a sufficient degree to make a saving of drivers balance the added cost of maintenance, the gasoline truck has the advantage.

"And the gasoline truck has the advantage, anyway, for all very long haul service. From a disregard of these well established facts arise the commonest errors and worst results. After all, we have no hesitation in saying that there is no service in the city which cannot be done more economically with power wagons than with draft animals."

The Automobile and the Horse.

It is hard to believe that, while the enormous increase in the number of automobiles, the horse is still so splendidly holding his own. According to a report lying before us the total number of horses in the United States to-day is over 21,000,000. This is 400,000 more than the previous year. It is claimed that they are worth, on an average, ten dollars more per head than a year ago.

All lovers of the horse must rejoice to see the auto-truck relieving him of some of his cruel loads, but let no man dream the automobile will supplant him. Men are born every day who love horses, not because they can serve them as beasts of burden or means of transportation, but because they are horses. These would rather drive an

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

intelligent, well-bred horse five miles than steer an automobile from Maine to California over the finest boulevard ever built.—Our Dumb Animals.

A Long Line of Autos.

It is estimated that the number of automobiles, which of course also includes auto and motor trucks, that will be manufactured in this country during the present year, will reach 200,000. If these cars were placed in a line one behind the other the line would be 438 miles long, or a distance equal to that from New York City to Pittsburgh, Pa., the home of THE TEAM OWNERS REVIEW.

New York Taxicab Company.

The New York Taxicab Co., Ltd., of London will shortly be reorganized. This company controls the New York Taxicab Co., operating approximately 800 taxis in New York City. The company has been losing money for a year or more and the failure of Tracy & Co., its former fiscal agent, caused a loss of \$85,000. Then again there have been filed in the New York Supreme Court a number of damage suits against the New York Co. with liabilities estimated at \$1,000,000.

One cause for heavy accident claims is that chauffeurs must buy their own gasoline and are paid on a percentage basis. Naturally they are desirous of covering the greatest distances with the smallest possible amount of gasoline and carelessness results.

In 1907 the New York Co. had in operation 300 cars, but through recent additions there are now 789 cars, costing on an average \$2,500 each.

Why Autos Frighten Horses.

This bit of brightness is said to have cropped out in a conversation between two Lawrence misses not old enough to go to school, says the Kansas City Journal.

"What makes a horse act naughty when he sees an auto?"

"It is this way: Horses is used to seein' other horses pull wagons, and they don't know what to think of 'em goin' along without a horse. Guess if you saw a pair of pants walkin' down the street without a man in 'em you'd be scared too."—

Hickson—My horse won a ribbon at the horse show.

Kidder—A ton of hay would have been more appropriate and useful.

Will Try Again.

Marshall Field and Company, the well known merchants of Chicago, have ordered four electric delivery wagons which will operate from a distributing center on the South Side. At the company's warehouse on Cottage Grove avenue near Forty-seventh street a charging station has been built. This consists of four 40-amp mercury-arc rectifiers, with the necessary meters and instruments, and a special terminal and junction box. At this garage the four new cars, which are being built by the Automobile Maintenance Company, of Chicago, may be charged at one time. This order of Marshall Field and Company for electric wagons is of unusual interest, because the same firm experimented with electric vehicles several years ago, but gave up the attempt as unsuccessful. Meantime, the art of building and maintaining electric automobiles has advanced rapidly, and the merchandising concern has been persuaded to give vehicles of this type another trial.

Will Make Auto Trucks.

Trucks capable of hauling from one-half to three tons will be built in Atlanta, Ga., in the near future, according to plans that have just been announced. The new vehicles will be called the McNeil truck and delivery wagons and they will be made by a company consisting of W. S. McNeil, W. S. McNeil, Jr., and J. McNeil.

It is planned to turn out the first of the trucks in two months. The weekly output will be not over five cars.

To Consume Their Own Smoke.

According to a New York daily, an order of the Board of Health prohibiting the operation of smoking automobiles in any New York street after July 1 has been the subject of numerous communications to Health Commissioner Ernest J. Lederle. Here's one that came in a few days ago:


"Compel all makers and owners of automobiles to arrange the exhaust pipe under the car so that any smoke which may be ejected therefrom will come over the front of the car. It is just as practicable for the exhaust pipe to be made to lead forward as it is behind the car.

"Licenses should be withheld from all cars until such change has been made. By this method those riding in the car will be the ones to get the full benefit of the stench they may cause, and will take care to stop it immediately."

Next.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

A Few Famous Members of the "Auburn Family."
Many More in Martinsburg,
Some '83" Styles.



WAGON
THE AUBURN
COMPANY
MARTINSBURG, W. VA.
U.S.A.


Beecher Draft Spring Co., New Haven, Conn.
Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"



THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE, PRACTICAL. Manufacturers of Open Link, Rope Traces, and Lap Loop



You should keep a ledger account with every wagon you own. Why—you can then decide as to which make of wagon is earning you the most money, regardless of first cost.

SELLE GEARS have been demanded by the largest wagon users in the United States for the past 25 years. **THERE MUST BE A REASON.**

Cat. No. 5. **THE AKRON-SELLE CO., AKRON, OHIO.**

WANTED—A large and successful Trucking Company, in Massachusetts, working from 40 to 60 horses, wants an active young man who is familiar with the miscellaneous trucking business, to take entire charge of the outside work. Must be a hustler, sober and trustworthy, and one who has had experience in the handling of men. An investment of from \$3,000 to \$5,000 will be required in order to get a man who will work for the interests of the company, and who will be a fixture.

An excellent opportunity for the right man. First-class references required. State in full experience had.

Address P. B. Co.,

Team Owners Review, Pittsburgh, Pa.

ADVERTISERS DIRECTORY

AXLES.

Cleveland Axle Mfg. Co.
Timken Roller Bearing Axle Co.

AXLE GREASE.

Frazer Lubricator Co.
Dixon Crucible Co.

COVERS.

Pittsburg Waterproof Co.
Hillsdale Truck & Wagon Co.

DRAWS AND TRUCKS.

The Auburn Wagon Co.
Fulton Bag & Cotton Mills Co.

DRAFT SPRINGS.

Beecher Draft Spring Co.

FEED.

M. C. Peters Mill Co.

HELVE HAMMERS.

The West Tire Setter Co.

HOTELS.

Ponce De Leon, Atlantic City.

HAMES.

U. S. Hame Co.

MOTOR TRUCKS.

The White Company.

POLISH.

U. S. Metal Polish.

PIANO MOVERS.

Sycamore Wagon Works.

PIANO TRUCKS.

W. T. Sleigh Mfg. Co.

REMEDIES.

Parke, Davis & Co.
German Distemper Remedy Co.
H. S. Jenner.

STABLE SUPPLIES.

Gibson Oat Crusher Co.
Taber Pump Co.
Allen Bros.

STATIONERY.

The Myers & Shinkle Co.

TIRE HEATER.

Rochester Tire Heater Co.

TIRE SETTERS.

The West Tire Setter Co.

In answering advertisements please mention
THE TEAM OWNERS REVIEW.



The Myers & Shinkle Co.

711 Liberty Street,
PITTSBURGH, PA.

DRAY RECEIPTS
RAILROAD RECEIPTS
ORDER SHEETS
BLANKS
BOOKLETS
BILL HEADS
LETTER HEADS
Etc., Etc.

TELEPHONES:

P. & A. . . . 1036 Main

C. D. & P. . . 259 Grant

DRAY BOOKS
BINDERS
ALUMINUM ORDER
and
RECEIPT HOLDERS
BLANK BOOKS
INKS, PENCILS, PENS
Etc., Etc.

WE ARE
HERE TO TELL
YOU
THAT AN ADVERTISEMENT
IN THE
TEAM OWNERS REVIEW
IS WORTH
ALL IT COSTS
AND THEN SOME.

TRANSFER COMPANIES' DIRECTORY.

Names and Addresses of Prominent Transfer Firms and Forwarders of Freight From All Parts of the Country.

AURORA, ILL.
Thompson Transfer & Storage Co.
 Office, 67 S. Broadway.
 Storage, Draying, Packing and Freight Hauling
 A Specialty.
 Reduced rates South West and North West.

BOSTON, MASS.
BOSTON
Forwarding & Transfer Co.
 General Offices, 310 Congress Street,
 Recognized Forwarding Agents,

BOSTON, MASS.
F. KNIGHT & SON,
 (CORPORATION.)
 61 OLIVER STREET,
Forwarders and Contractors

BOSTON, MASS.
 "WE MOVE EVERYTHING."
R.S. Brine Transportation Co.
 43 India Street,
TRUCKING, FORWARDING AND RIGGING,

BRIDGEPORT, CONN.
Lattin Storage and Trucking Co.
TRUCKS, VANS, CARTS, EXPRESS.
 Consign Carloads or Less to Us for Delivery. Store a Surplus Stock With Us It is Ready for Your Trade.
TWO STORAGE WAREHOUSES.
Office: 365 Water Street.

BUFFALO, N. Y.
THE BUFFALO STORAGE
AND CARTING CO.
 Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.

BUFFALO, N. Y.
Niagara Carting Co.
 223 Chamber of Commerce.
GENERAL CARTAGE & STORAGE,
 Transferring Car Load a Specialty.

BUFFALO, N. Y.
O. J. Glenn & Son
EVERYTHING IN THE LINE OF MOVING,
CARTING, PACKING, STORAGE.
 Office, 44 Church Street.

CANTON, OHIO.
Cummins Storage Co.
 310 East Ninth Street,
STORAGE, DRAYING, PACKING AND
FREIGHT HANDLING A SPECIALTY.
 Unsurpassed Facilities for Handling Pool Cars

CHICAGO, ILL.
Bekins Household Shipping Co.
 Shippers of
 Household Goods and Emigrant Movables Only.
 Reduced Rates to Pacific Coast & Colorado
 Office—First National Bank Building, Chicago, Ill.
 140 So. Broadway, Los Angeles, Cal.
 13th and Mission Sts., San Francisco, Cal.
 1616 Broadway, Oakland, Cal.

CHICAGO, ILL.
 F. O. Weintz, Pres. & Treas. E. J. Weintz, Sec'y
WEINTZ EXPRESS & TRANSFER CO.
 Custom House License.
 Car load distribution and forwarding a specialty.
 Best facilities in Chicago.
 Established 1887 Incorporated 1897
 Main Office and Warehouse, City Office,
 55-56 Sherman Street, 411 Lakeside Building,
 Teles. Har. 595 & 597. Teles. Har. 5525.

CINCINNATI, OHIO.
THE
MERCHANTS DRAYAGE CO.
 Special attention given to the
 distribution of Carload
 freight.
 Phone 1683. Office, No. 6 W. Third St.

CINCINNATI, OHIO
 John B. Stueve Harry J. Stueve
John B. Stueve & Son
Express
 Car Loads Distributed and Forwarded.
 Phone, West 1740. 843 W. Sixth St.

CINCINNATI, OHIO.
PETER HUGHES,
 No. 204 Sixth Street, East.
Forwarding & Distributing.

CLEVELAND, OHIO
The General Cartage
and Storage Company.
 No. 1111 Superior Viaduct.
CARTAGE, STORAGE & PARCEL DELIVERY
 Car Loads Distributed and Forwarded.

COLUMBUS, OHIO.
 "We Deliver The Goods"
The American Delivery Co
 352 N. High St.
Transfer. Storage.
Forwarding.
 H. G. Stouffer, Manager.

DENVER, COL.
PECK DELIVERY COMPANY
 S. C. PECK, Proprietor.
 Manufacturers' Agents and Distributors.
STORAGE, PACKAGE DELIVERY.
 Distribution of Large or Small Consignments a specialty.

DENVER, COL.
THE WEICKER
TRANSFER AND STORAGE COMPANY,
 Office, 1033 Seventeenth St.
 Warehouse, 1133-37 Ninth Street.
 1429-39 Wewatta Street.
 Distribution of Car Lots a Specialty.

DES MOINES, IOWA.
BLUE LINE TRANSFER
& STORAGE COMPANY.
 GENERAL STORAGE, CARTING,
 PACKING AND SHIPPING.
 FIRE PROOF WAREHOUSES

DES MOINES, IOWA.
MERCHANTS TRANSFER AND
STORAGE CO.
WAREHOUSEMEN
AND
FORWARDERS.
 General Offices: . . . Union Station

DETROIT, MICH.
H. J. READING TRUCK CO.
 Office & Warehouse, Sixth & Congress Sts.
GENERAL CARTAGE AGENTS,
 For Wabash and Canadian Pacific Railways.
SUPERIOR FACILITIES FOR HAULING AND
ERECTING ALL KINDS OF MACHINERY.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

TRANSFER COMPANIES' DIRECTORY—Continued.**EL PASO, TEXAS.**

**Pomeroy's
El Paso Transfer Co.**
Offices: 300 to 310A South Oregon Street,
and Union Passenger Depot.
**General Transfer and Heavy Trucking of all kinds
Storage.** Large or small consignments
given prompt attention.

ERIE, PA.

**THE ERIE STORAGE
AND CARTING CO.**

Two Warehouses located on
Trackage of L. S. & M. S. R. R.
The Only Exclusive Warehousemen.

FORT WAYNE, IND;

Brown Trucking Co.

Moving, Carting, Storage and
Distributing,
125 W. Columbia Street.

FORT WORTH, TEXAS.

BINYON TRANSFER & STORAGE CO.

FRONT AND THROCKMORTON STS.
Receivers and Forwarders of Merchandise,
Furniture Stored, Packed
Shipped and Moved.
Hauling of Safes, Machinery and Freight
a Specialty. Telephone 187.

HARTFORD, CONN.

The Bill Brothers Co.

TRANSFER & STORAGE,
Special Facilities for Moving Machinery,
Safes, Furniture, Pianos, etc.
STORAGE WAREHOUSES with separate
apartments for Household Goods, and
Railroad Siding for Carload Shipments

HELENA, MONT.

Benson, Carpenter & Co.

RECEIVERS & FORWARDERS
Freight Transfer and Storage Warehouse
Handling "Pool" Cars a Specialty
TRUCKAGE FACILITIES

HOLYOKE, MASS.

Trucking of all descriptions,
WM. H. MOREHOUSE Transfer,
105 Main Street,
Holyoke, Mass.
Phone Conn.

HOLYOKE, MASS.

**THE
Sheldon Transfer Co.**
Express Trucking, Heavy Teaming,
General Forwarders.

IOWA CITY, IOWA.

Merchants Dray & Storage Company,
Storers, Movers & Forwarders.
Dealers in Safes.
Consignments of Goods Solicited.
Two Storage Warehouses.
Office, 408 EAST COLLEGE STREET.

LANCASTER, PA.

Keystone Express Co.

General Transfer and Drayage.
Office: Cor. Prince and Chestnut Streets,
T. N. Hostetter, Mgr.
Furniture and Merchandise of Every Description
carefully handled.
RECEIVERS AND FORWARDERS:

LEOMINSTER, MASS.

W. K. MORSE,
Light and Heavy Trucking of All Kinds,
Office and Stables, rear 83 Mechanic St.
Residence, 147 Whitney St.

LOWELL, MASS.

**THE STANLEY
TRANSPORTATION CO.**
12 THORNDIKE ST.
CONNECTED WITH ALL RAILROADS IN
LOWELL.

McKEESPORT, PA.

McKeesport Transfer & Delivery Co.

S. BIDDLESTONE, Pres.
SHIPPING & FORWARDING AGTS.

MANSFIELD, OHIO.

COTTER
Transfer and Storage Co.
General Hauling and Storage.

MILWAUKEE, WIS.

Kinsella Transfer Co.
617 CLINTON ST.
WE MOVE EVERYTHING.
ALL KINDS OF TEAMING.

MINNEAPOLIS, MINN.

**CAMERON'S
Transfer & Storage Co.**
200 Nicollet Avenue.
Unsurpassed facilities for Storing,
Handling, Transferring and
Forwarding Merchandise
and Household Goods.

NAUGATUCK, CONN.

Clark's Naugatuck Express
**MOVING, PACKING & STORING
OF FURNITURE & PIANOS.**
GENERAL HAULING.
P. O. Box 151. Residence 23 Cherry St

NEW BRUNSWICK, N. J.
Empire Trucking Co.

LIGHT AND HEAVY TRUCKING, STORAGE,
TRANSFERRING and FORWARDING of GOODS
Manufacturers of Wales Patent Hoist
for pianos, safes, etc., strongest,
simplest and most efficient.

NEW HAVEN, CONN.

The Peck & Bishop Co.,
Offices, 183-185 Orange St., 25 Union St.,
Passenger Depot.
**Best of Facilities for Moving Furniture,
Pianos, Safes, Machinery, Etc.**
STORAGE WAREHOUSE.

NEW LONDON, CONN.

B. B. GARDNER,
18 Blackhall Street,
Piano and Furniture Packer,
Mover and Shipper.
Safe Mover.
Freight and Baggage Transfer.
STORAGE.

NEW YORK, N. Y.

The Meade Transfer Co.
**GENERAL
FREIGHT FORWARDERS.**
Transfer Agents of the
Pennsylvania R. R. and Long Island R. R.
MAIN OFFICE, P. R. R. PIER, 1 N. Y.

OIL CITY, PA.

CARNAHAN
TRANSFER & STORAGE CO.
STORAGE AND PACKING.
PIANO MOVING A SPECIALTY.

PITTSBURGH, PA.

HAUGH & KEENAN,
Storage and Transfer Co.
Centre and Euclid, E. E.

PITTSBURGH, PA.

W. A. Hoeveler Storage Co.
General Office, 1150 Penn Ave.
Packers, Movers, Storers and Shippers of Works
of Art, Furniture and Household Goods.

TRANSFER COMPANIES' DIRECTORY.—Continued.

PITTSBURG, PA.
Weber Express & Storage Co.
 4620 Henry Street.
 Moving, Packing and Storing of
 Furniture and Pianos.
General Hauling.

PITTSBURGH, PA.
Blanck's Transfer & Storage Co.
 MOVING, PACKING AND STORING
 BAGGAGE & FREIGHT DELIVERY
 Carriages and Copes for Weddings, Receptions,
 Parties, &c.
 Bell Phones, 2288 & 169 Hilland P. & A. 169 East
 OFFICE, 6344 PENN AVENUE, E. E.

PITTSBURGH, PA.
SHIELDS
Transfer & Storage Co.
 General Office, 4759 Liberty Avenue.
 Packers, Movers, Storers and Shippers of
 Furniture, Pianos and all classes
 of Household Goods.

PITTSBURGH, PA.
 818 W. Diamond St, North Side.
J. O'NEIL
Express and Storage,
 Unsurpassed Facilities for Storing,
 Handling, Transferring and
 Forwarding Goods.

PITTSBURGH, PA.
SHERRY TRANSFER
MOVING & GENERAL HAULING
 Office 945 Penn Avenue,
J. T. SHERRY.

PORTLAND, MAINE.
CHASE TRANSFER CO.
GENERAL FORWARDING AGENTS
 Eastern Steamship Co., Maine Steamship
 Co., Grand Trunk Ry.
 Special attention to Carload Consignment.
FRANKLIN WHARF,

PORTLAND, ORE.
NORTHWESTERN TRANSFER
COMPANY,
 45 First Street.
General Forwarding Agents,
 Special Attention Given To Pool Cars.

ROCKFORD, ILL.
Red Line Transfer & Storage.
 M. H. LORDEN, Prop.
 We Store, Pack and Ship Household Goods
 on Short Notice. Pianos a Specialty.
 Local Agents of the American Forwarding Co.
 OFFICE: WAREHOUSE:
 318 S. Main St. 200-214 N. Water St.

SAN ANTONIA, TEX.
HENRY C. RIPS,
 304 EAST SIDE ALAMO PLAZA.
 Piano, Furniture Moving, Packing,
 Storing; Correspondence Solicited.

SCRANTON, PA.
G. W. Brown
 Office: Lackawanna and Cliff Streets,
DRAYMAN AND RIGGER.
 Largest and Most Complete Warehouse in
 N. E. Pennsylvania.
 STORING, TRANSFERRING AND FORWARDING

ST. LOUIS, MO.
COLUMBIA TRANSFER CO..
 Special attention given to the
 distribution of carload freight.
 Depots: St. Louis, Mo., & East St. Louis, Ill.

ST. LOUIS, MO.
ST. LOUIS
Transfer Company,
 400 South Broadway,
 Agents for All Railroads Terminating at
 East St. Louis and St. Louis.

TRENTON, N. J.
Petry's Express and Delivery
HEAVY TRUCKING,
 Piano and Furniture Moving,
 Baggage Transferred and Delivered. Light
 Delivery Work and Distributing
 a specialty.
 Office: 320 E. State St. L. D. Phone. 451

YORK, PA.
HENRY HURST'S
Drayline
All Kinds of Hauling on Short
Notice
 122½ North George Street.

How

About

Your

Card

For

Next

Month's

Issue ?

When answering advertisements please mention THE TEAM OWNERS REVIEW.

THE TEAM OWNERS REVIEW.

The "Rochester" Wrought Iron Tire Heater



THE increasing use of wide tires throughout the country and in the larger cities has made the removal of such tires without injury to the rims a matter of great importance in cases where it is absolutely necessary to take the tire off in order that some repairs may be made to the wheel.

Our "ROCHESTER" TIRE HEATER, shown in the above cut, is a practical appliance which does away with the necessity of cutting the tire off and the consequent re-welding, and provides means for quickly heating and expanding the tire so it can be gotten back onto the wheel.

This Heater uses gas taken from regular city service mains, which, after being properly mixed with air to secure the best possible combustion, is forced through specially designed burners by means of which a series of flame jets are brought to play upon the outside of the tire, thereby expanding it sufficiently to allow the wheel to be removed without any injury to the rim whatever, even though the edges of tire are cupped over the rim before heating.

The construction of our heater is first-class throughout, the wheel table being of boiler plate, and the legs, braces, etc., of wrought iron, making it practically indestructible. Burners are adjustable for wheels of all diameters from 62 inches down to 24 inches, only half the number of burners being used on small wheels. Will heat light or heavy tires up to and including 6 inches in width. Very valuable for removing Automobile channels. The saving in time, labor and fuel which this appliance will effect insures its wide and immediate adoption.

MANUFACTURED BY

ROCHESTER TIRE HEATER Co.

ROCHESTER, N. Y.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

THE TEAM OWNERS REVIEW.



SPECIFY THEM ON YOUR NEXT WAGON

Manufactured Exclusively By

Cleveland Axle Mfg. Co.

Canton, Ohio.

When answering advertisements please mention THE TEAM OWNERS REVIEW.